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(54) **ADJUSTABLE SUSPENSIONS AND VEHICLE OPERATION FOR OFF-ROAD RECREATIONAL VEHICLES**

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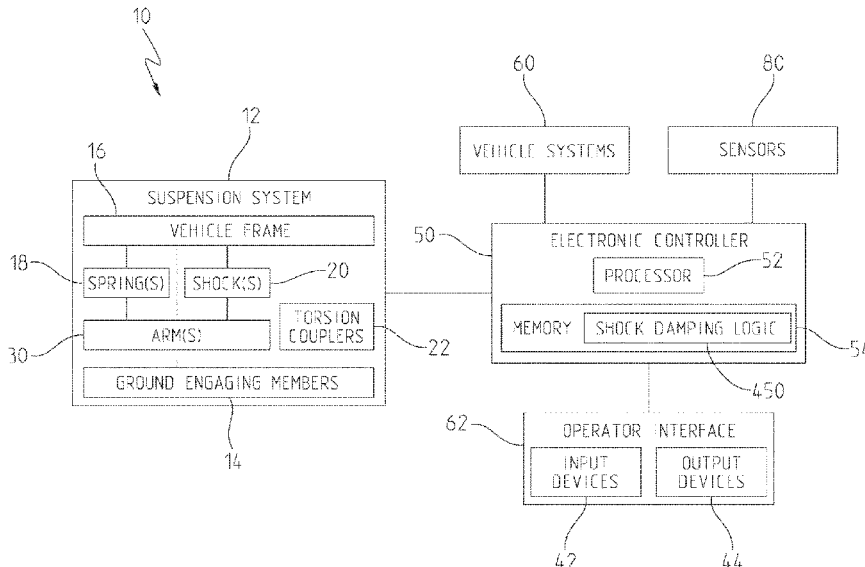
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(57) **ABSTRACT**

Suspension systems for recreational vehicles are disclosed. The suspension systems may include at least one adjustable member coupling a sway bar to respective suspensions. The suspension systems may include a torque actuator associated with a sway bar.

9 Claims, 54 Drawing Sheets



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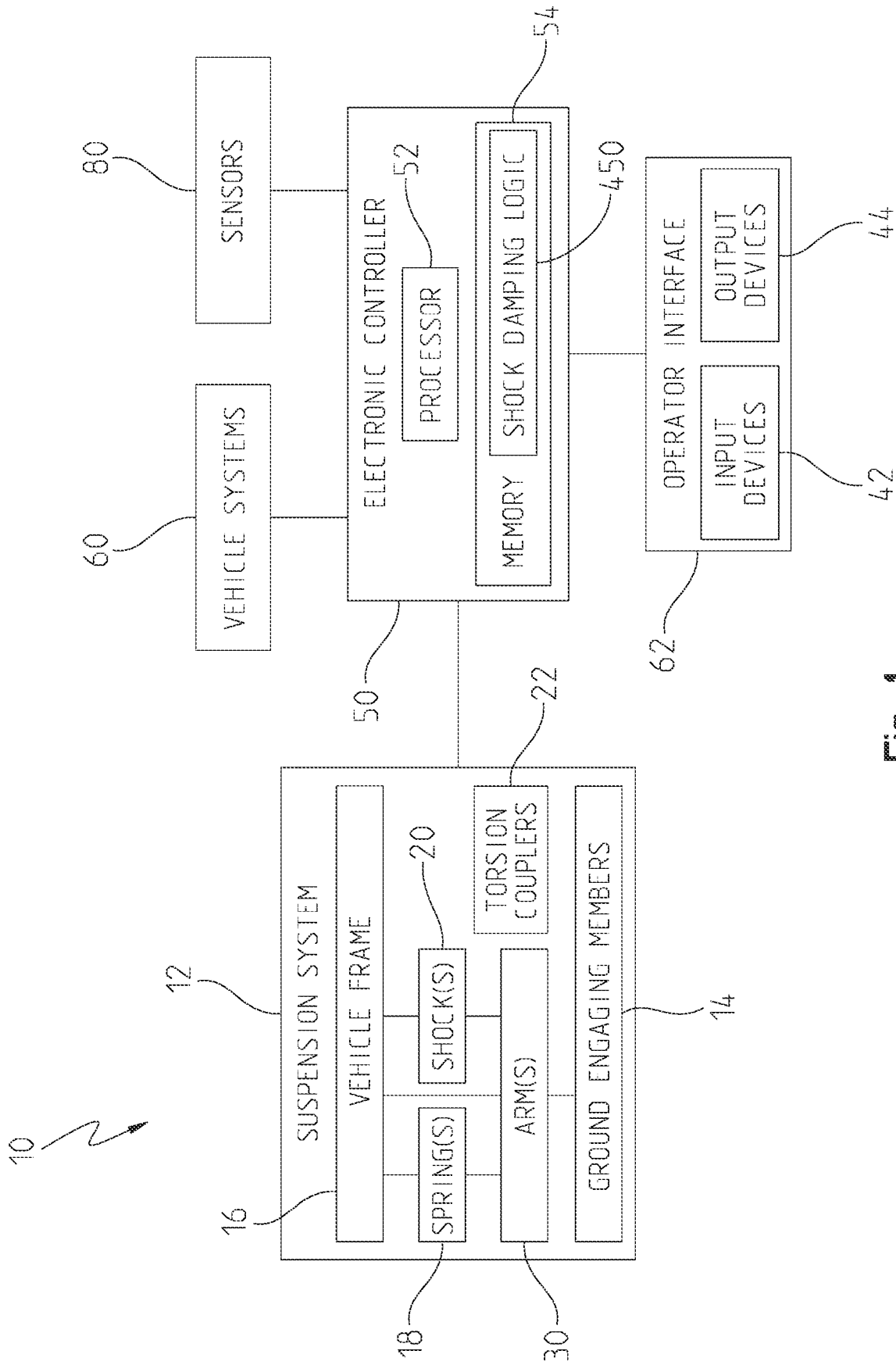


Fig. 1

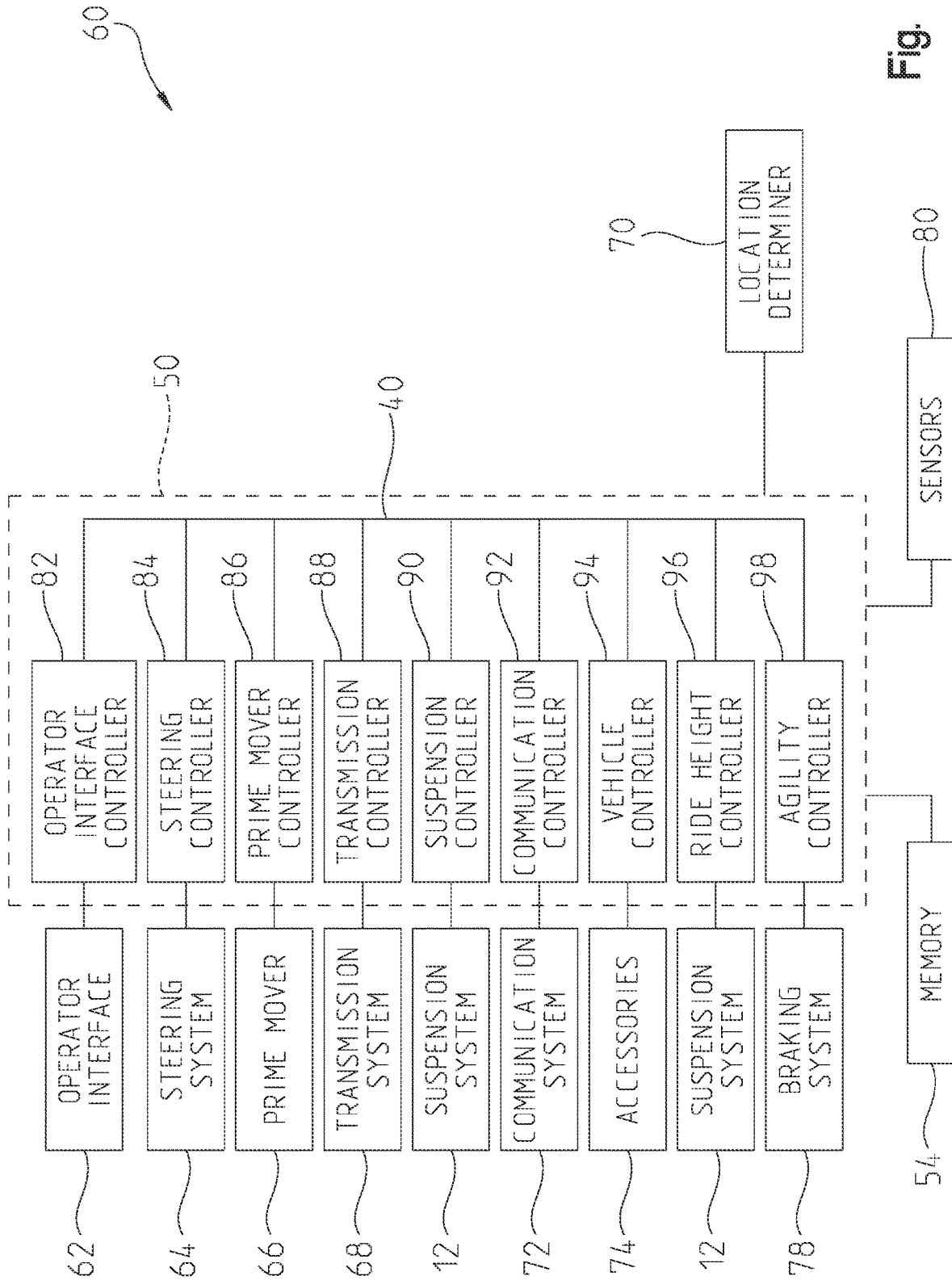


Fig. 2

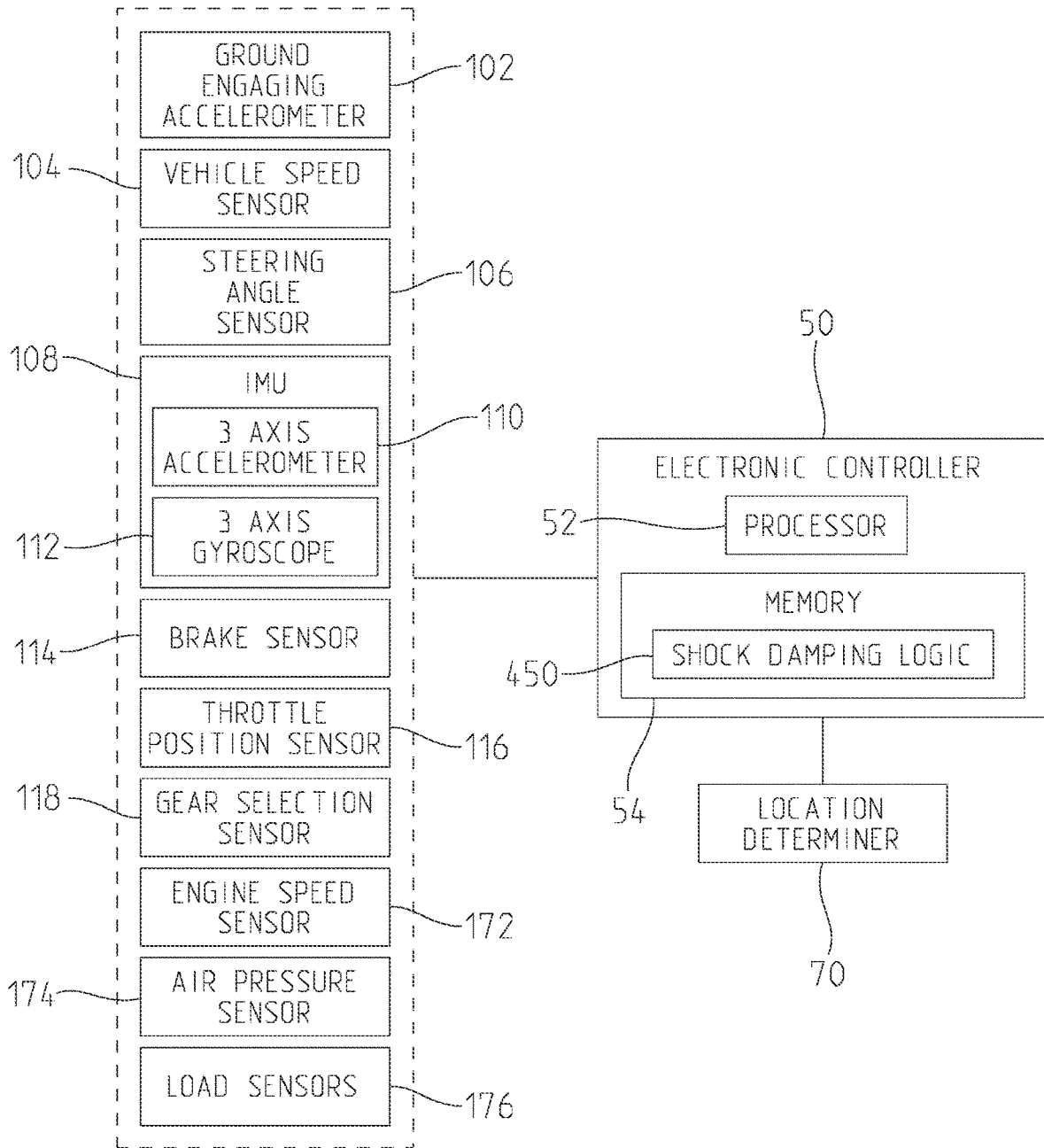


Fig. 3

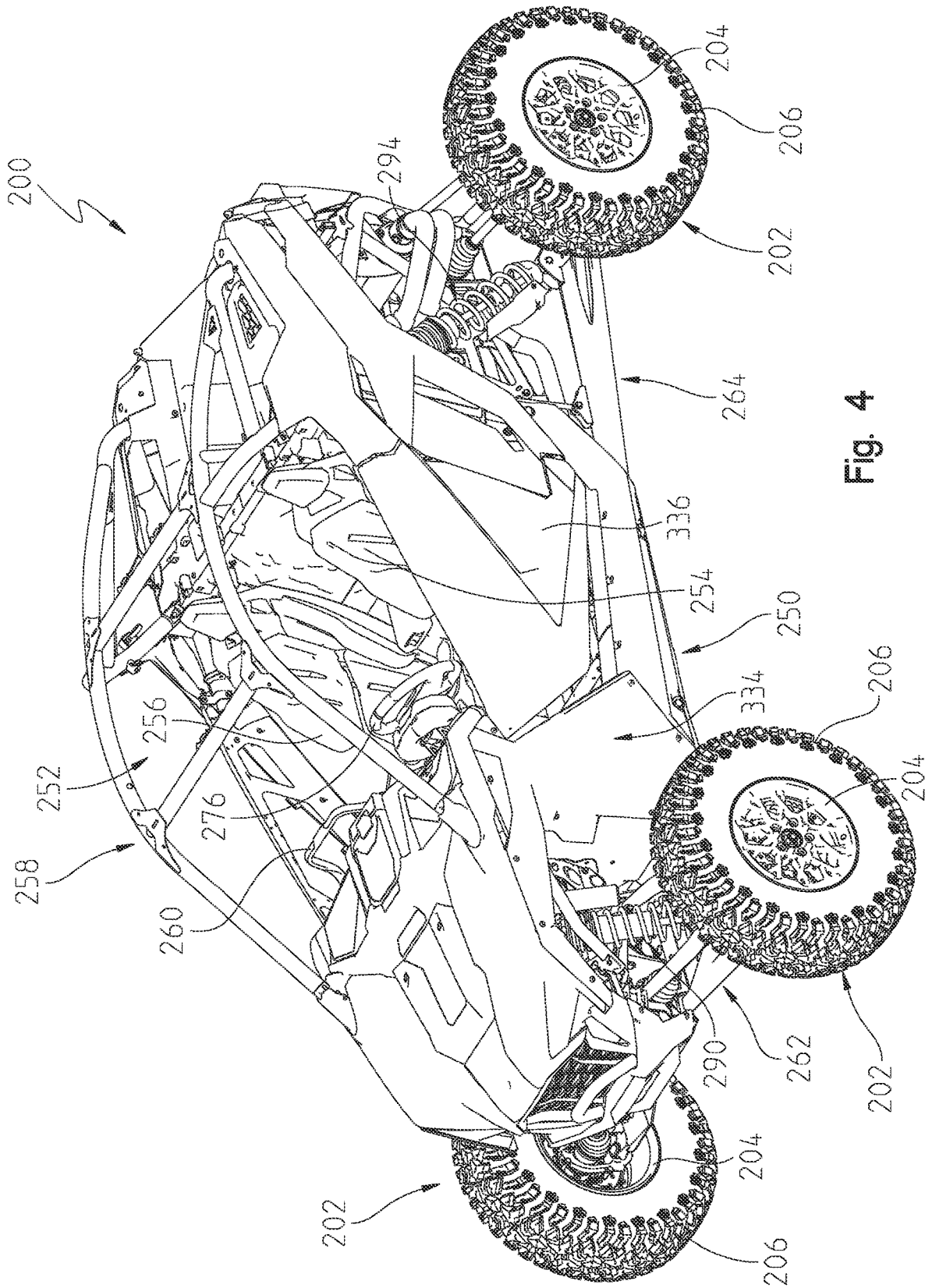


Fig. 4

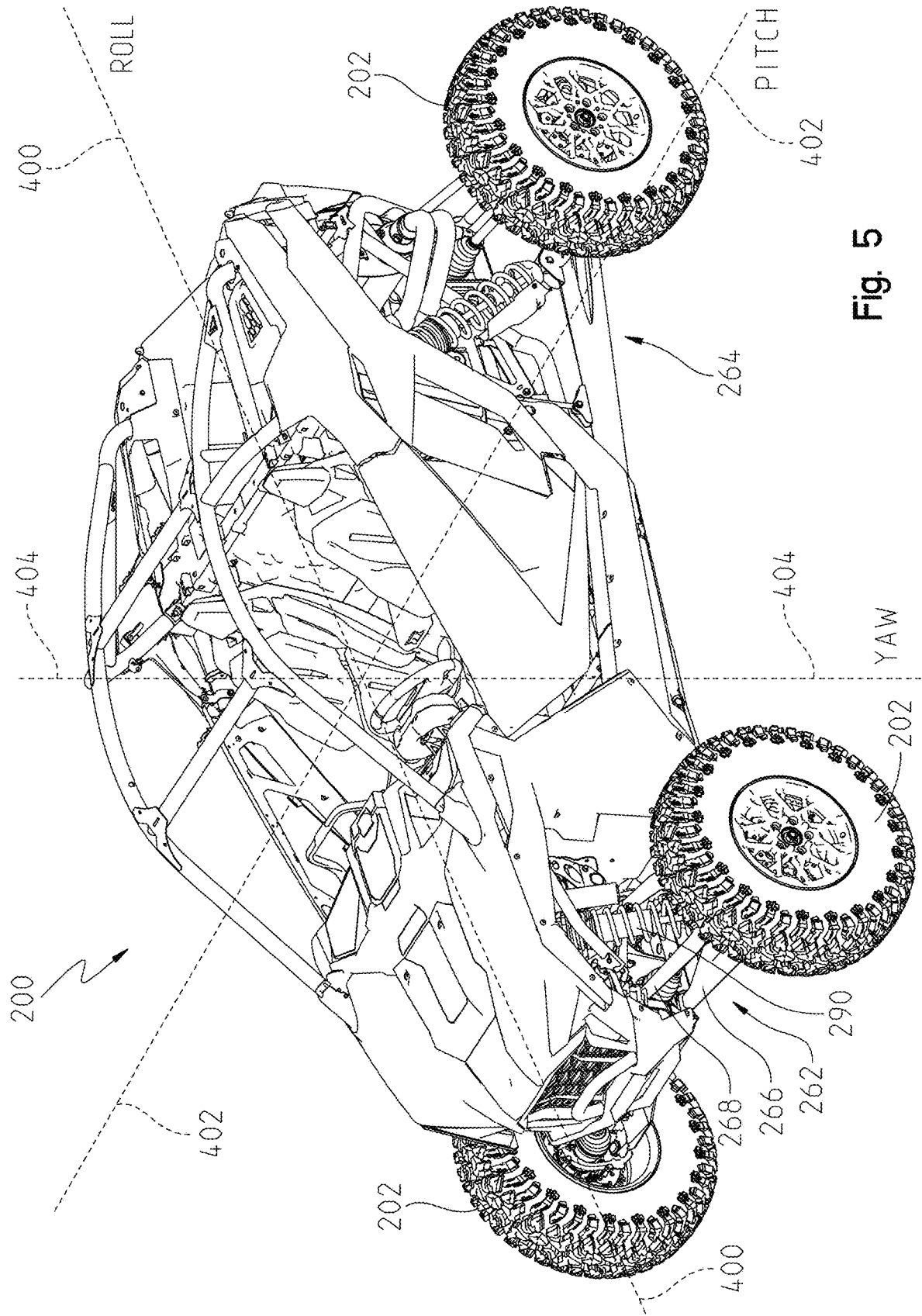


Fig. 5

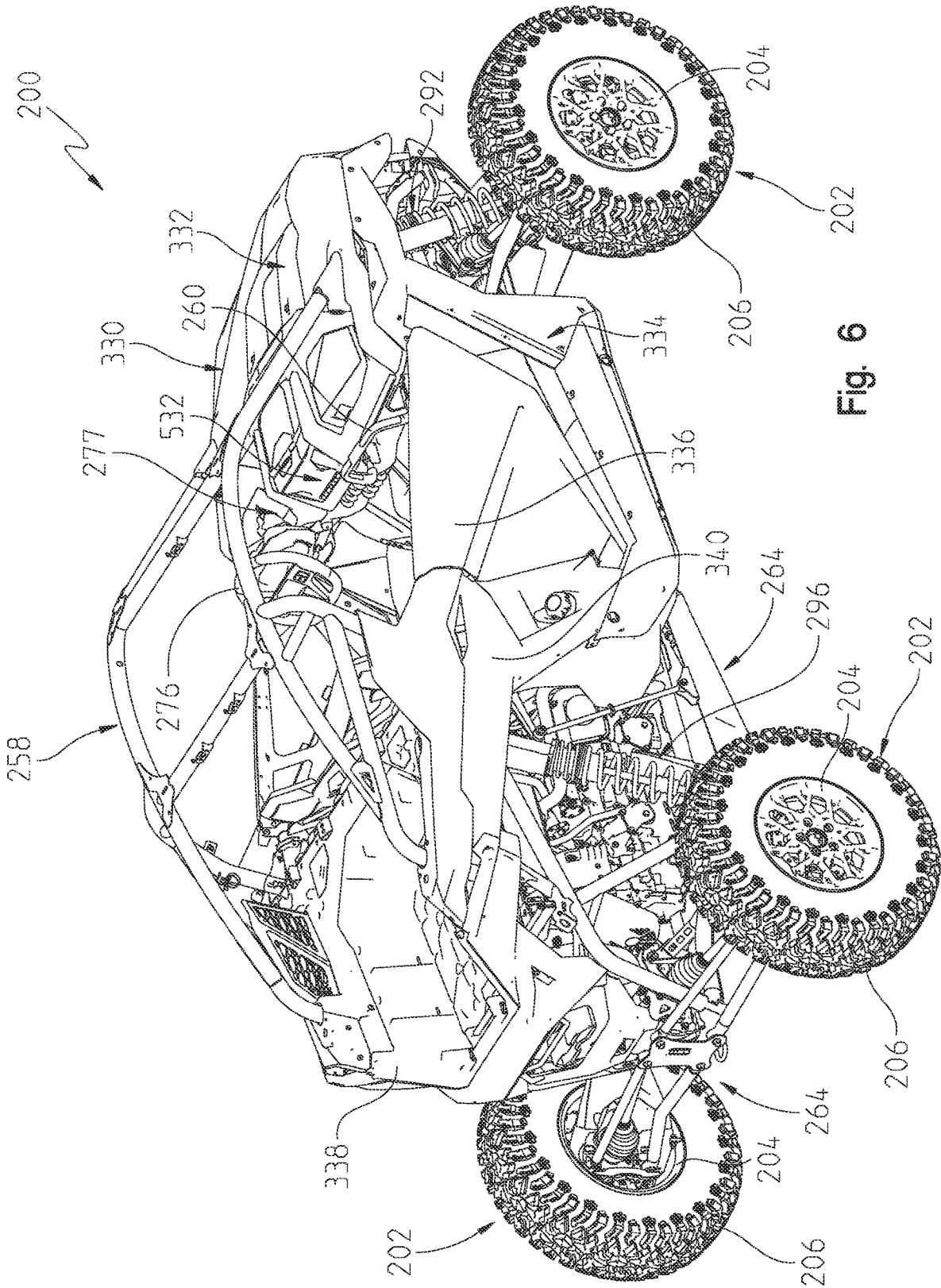


Fig. 6

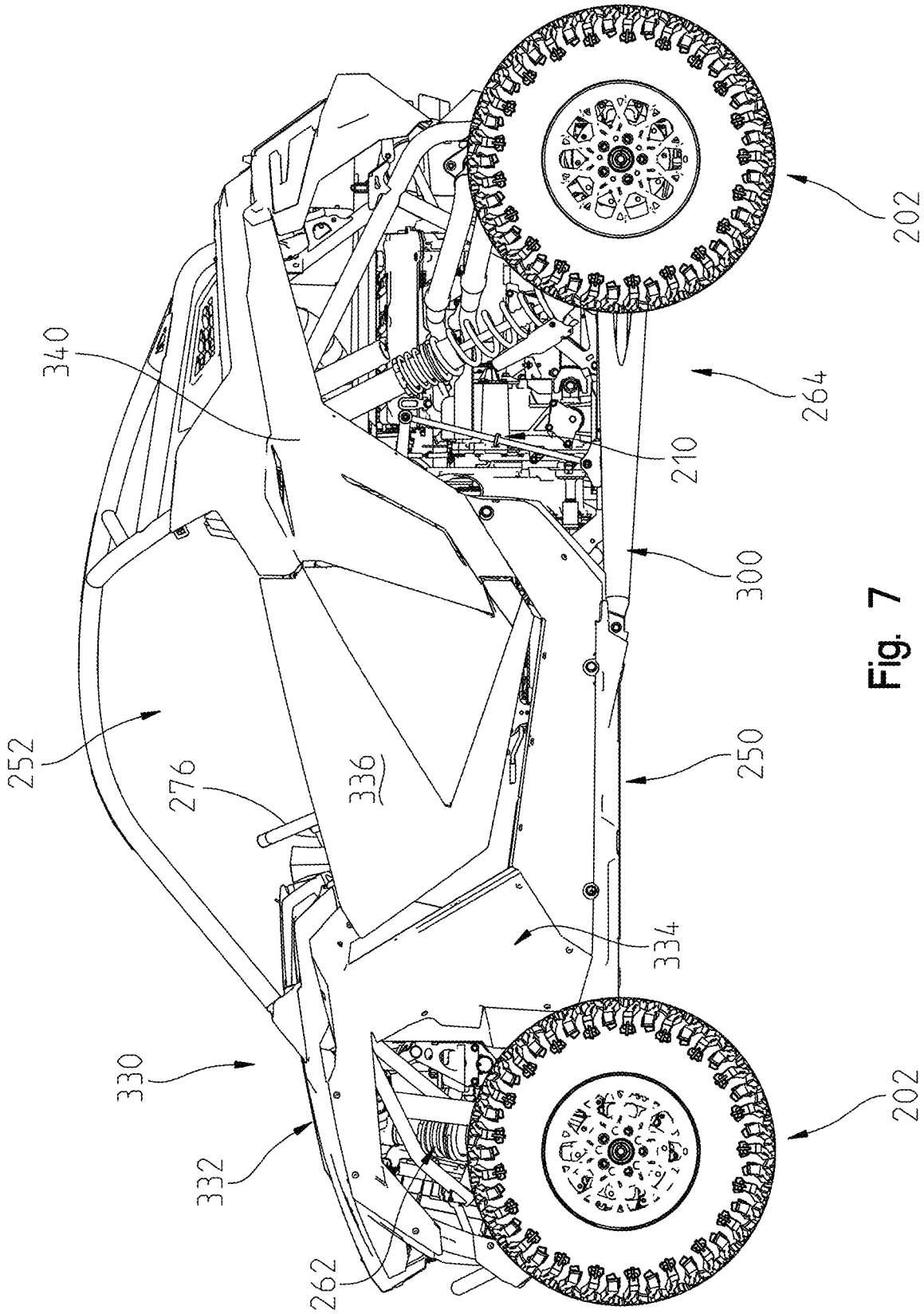


Fig. 7

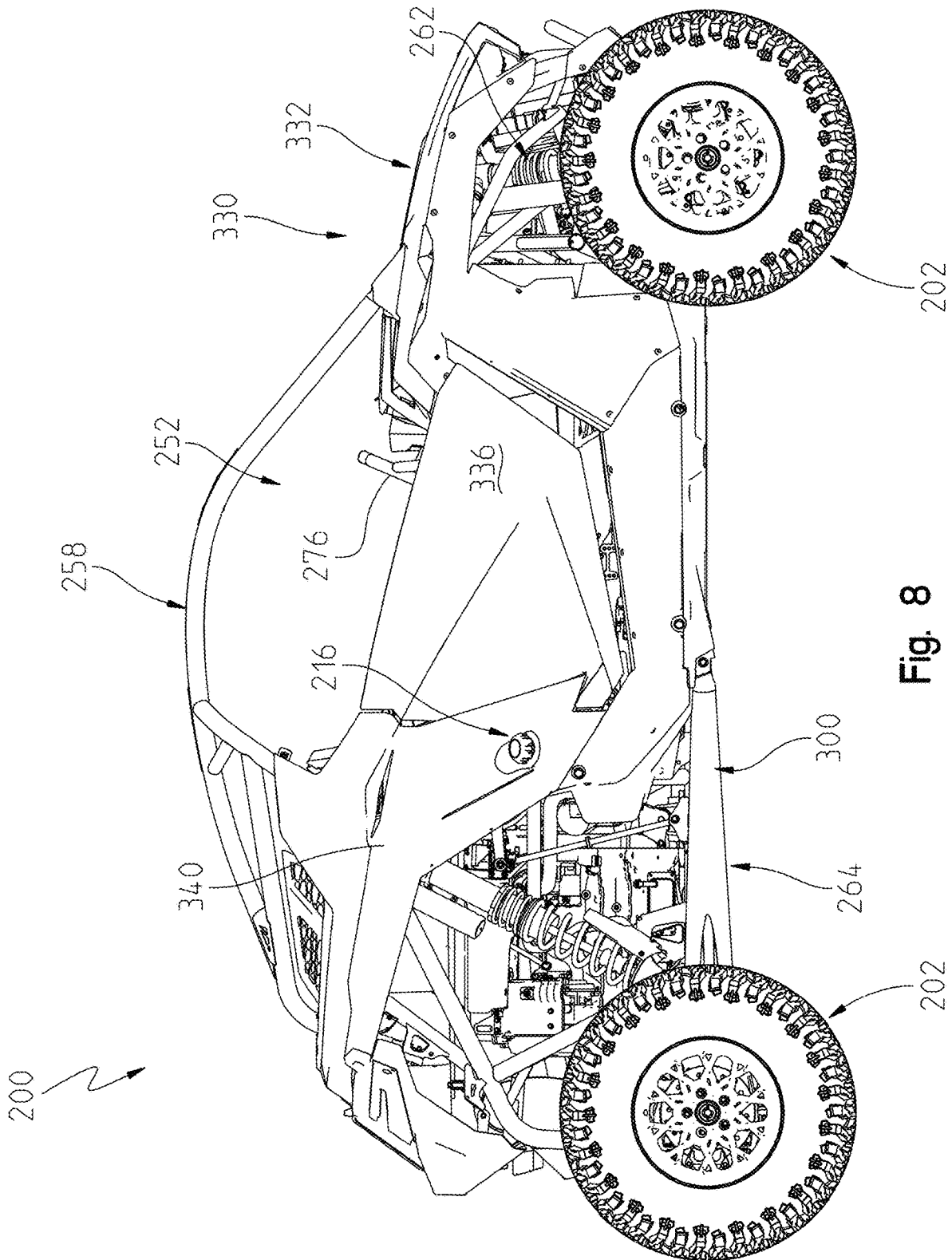


Fig. 8

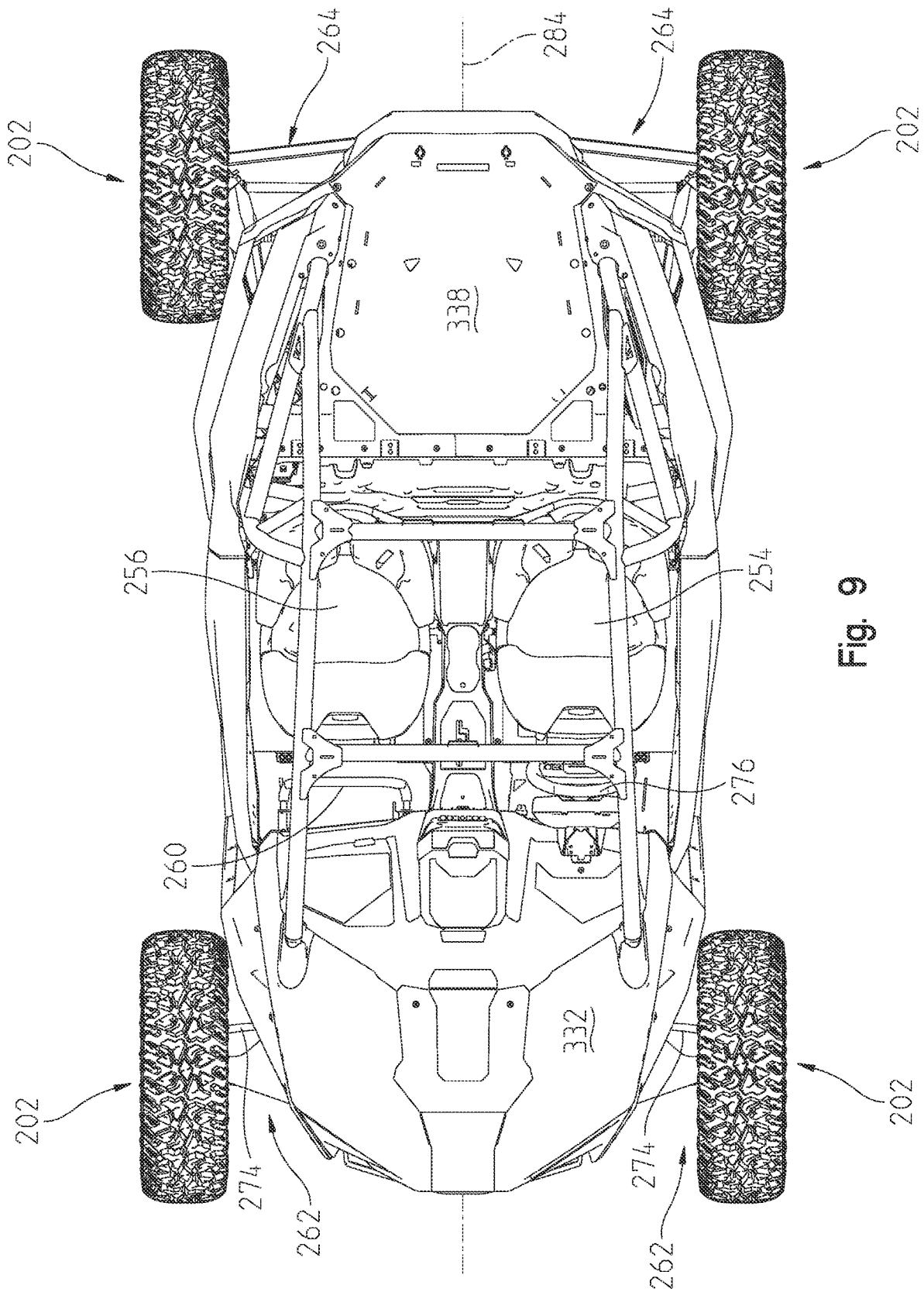


Fig. 9

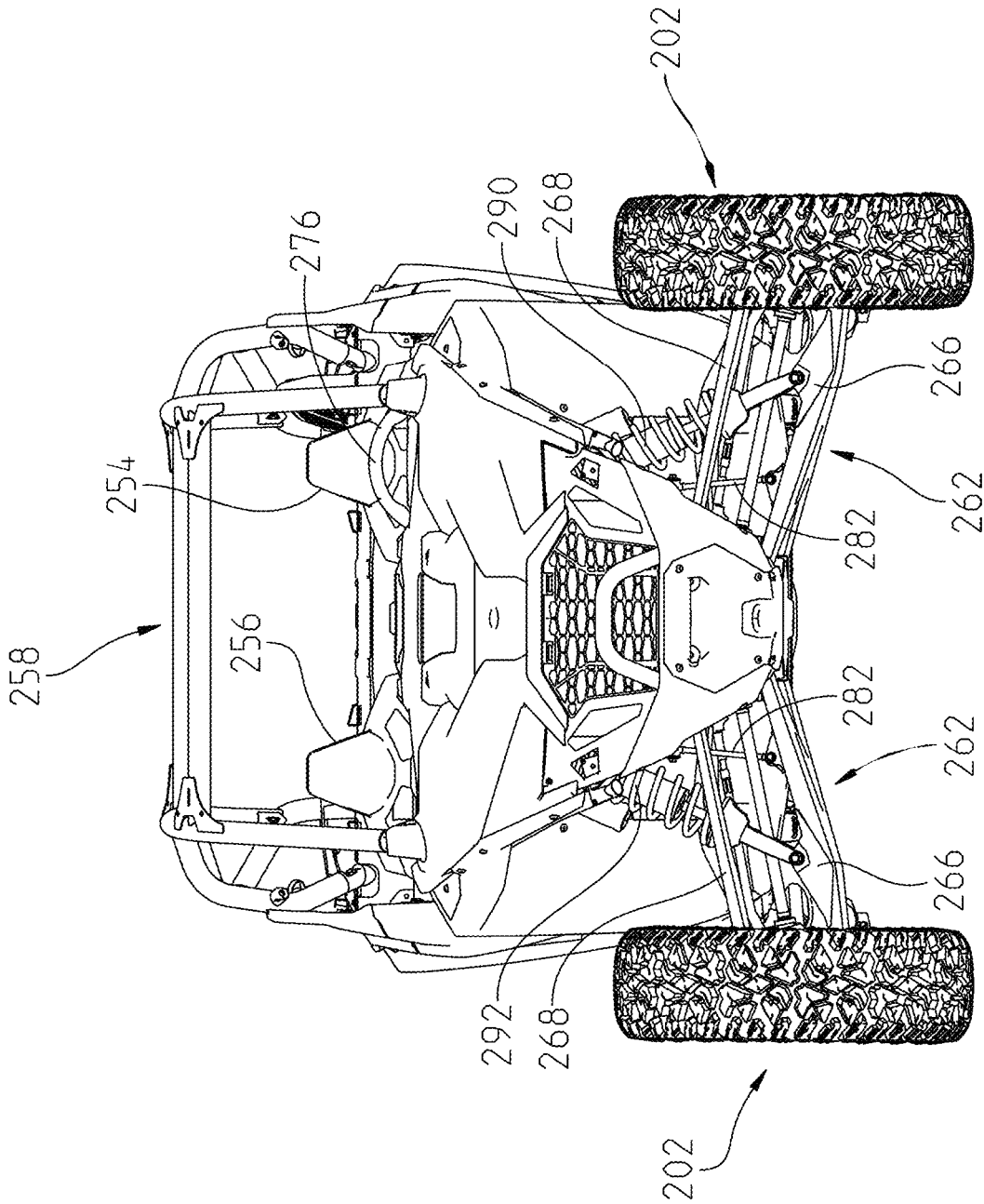


Fig. 10

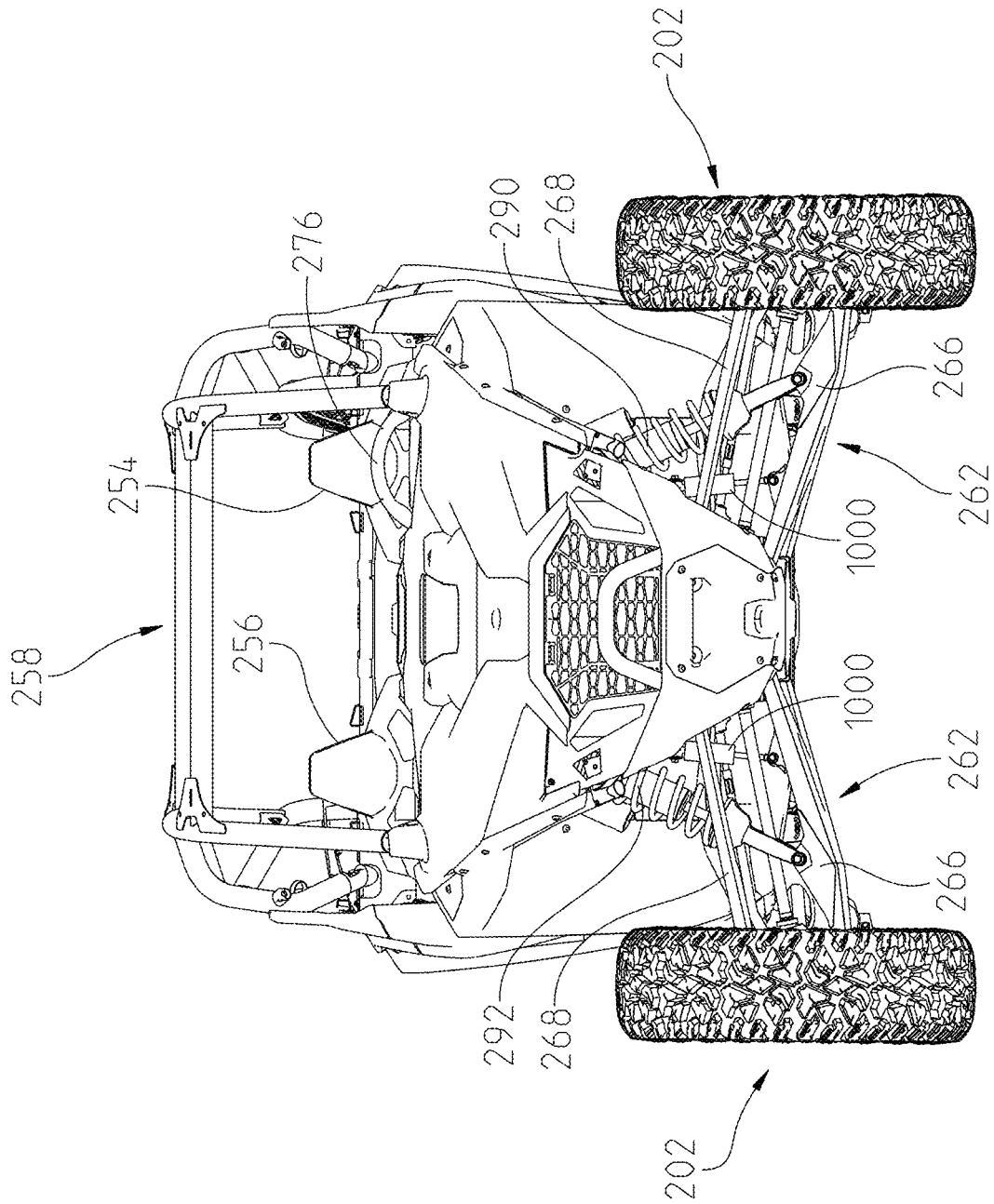


Fig. 10A

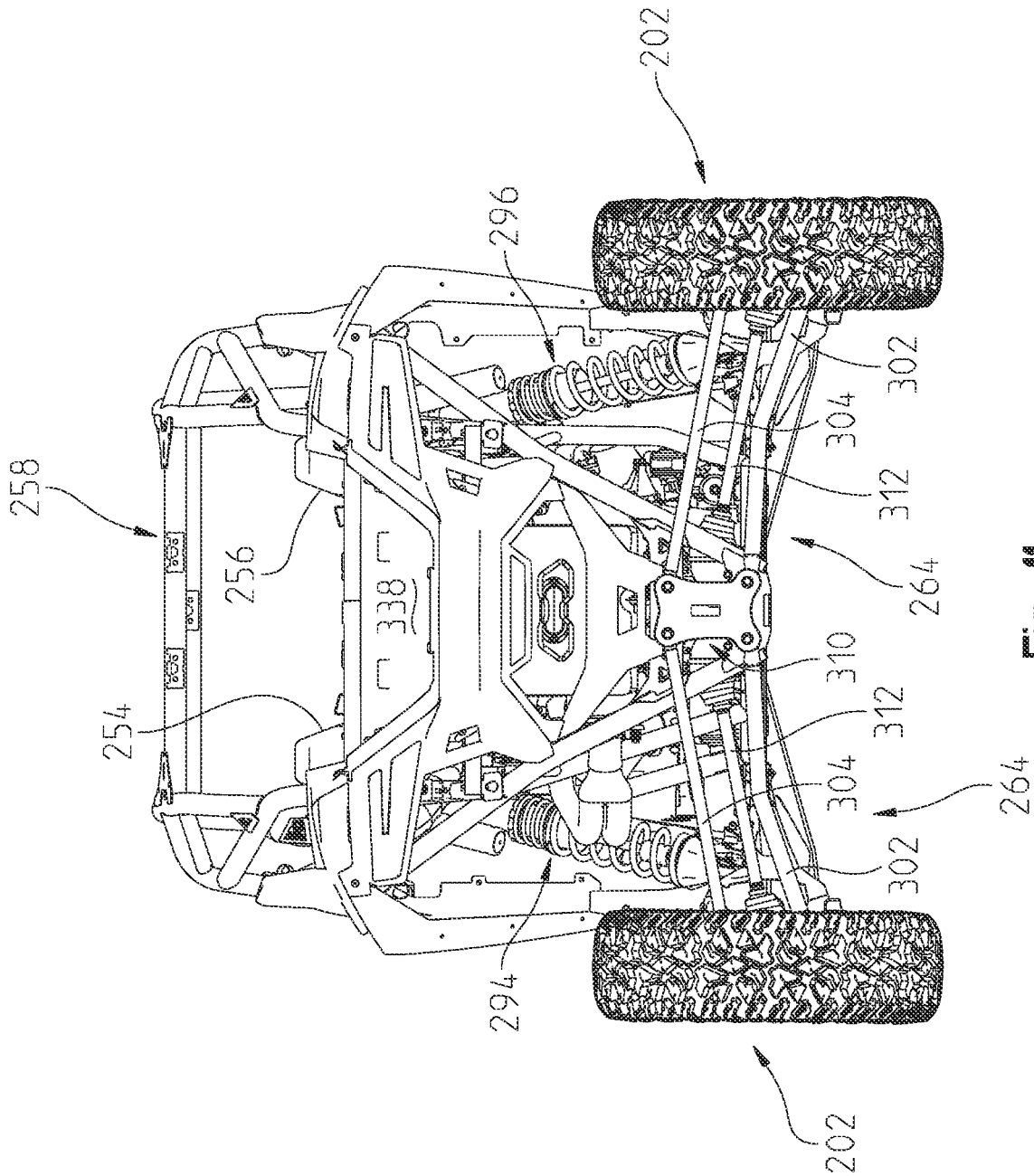


Fig. 11

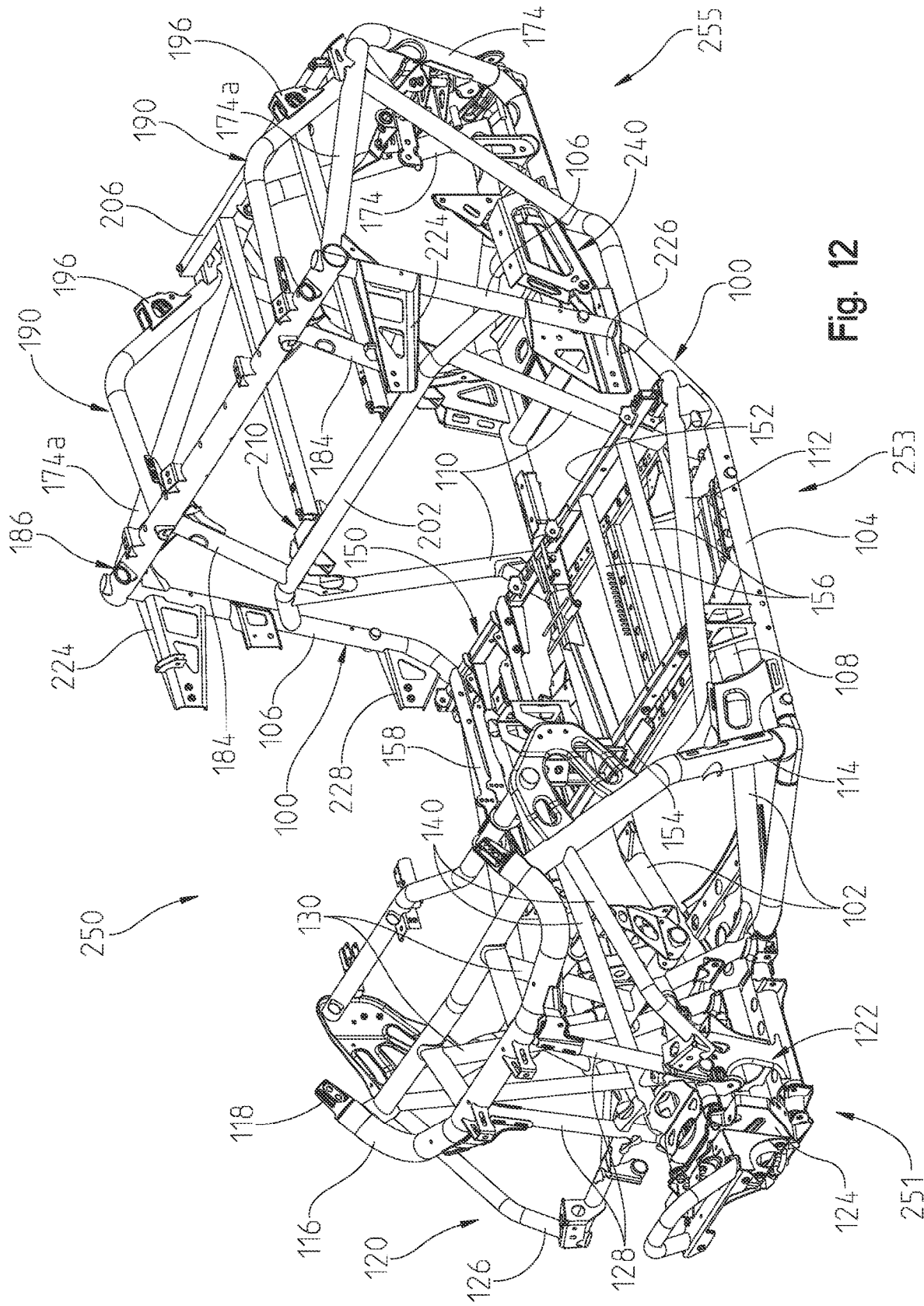


Fig. 12

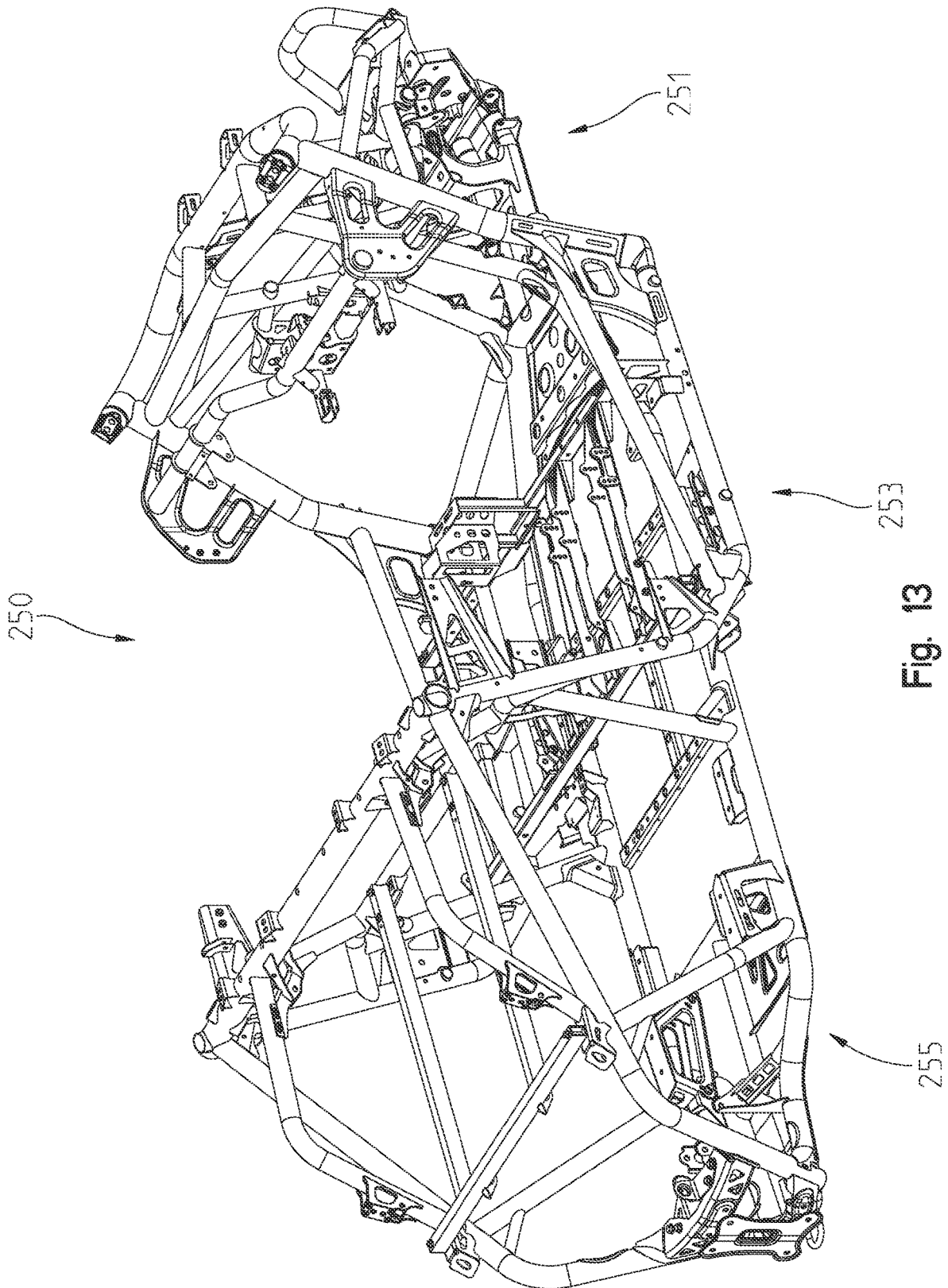


Fig. 13

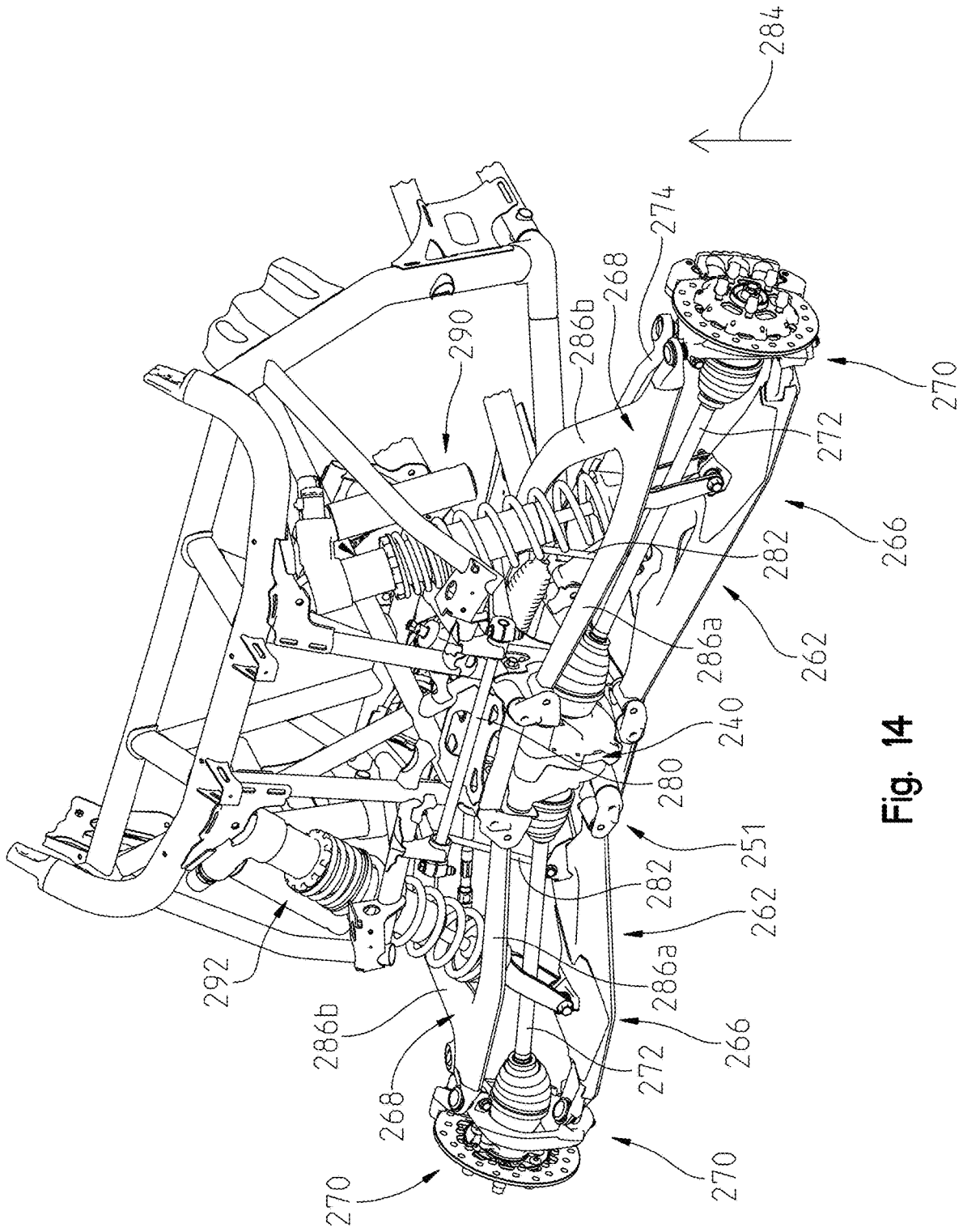


Fig. 14

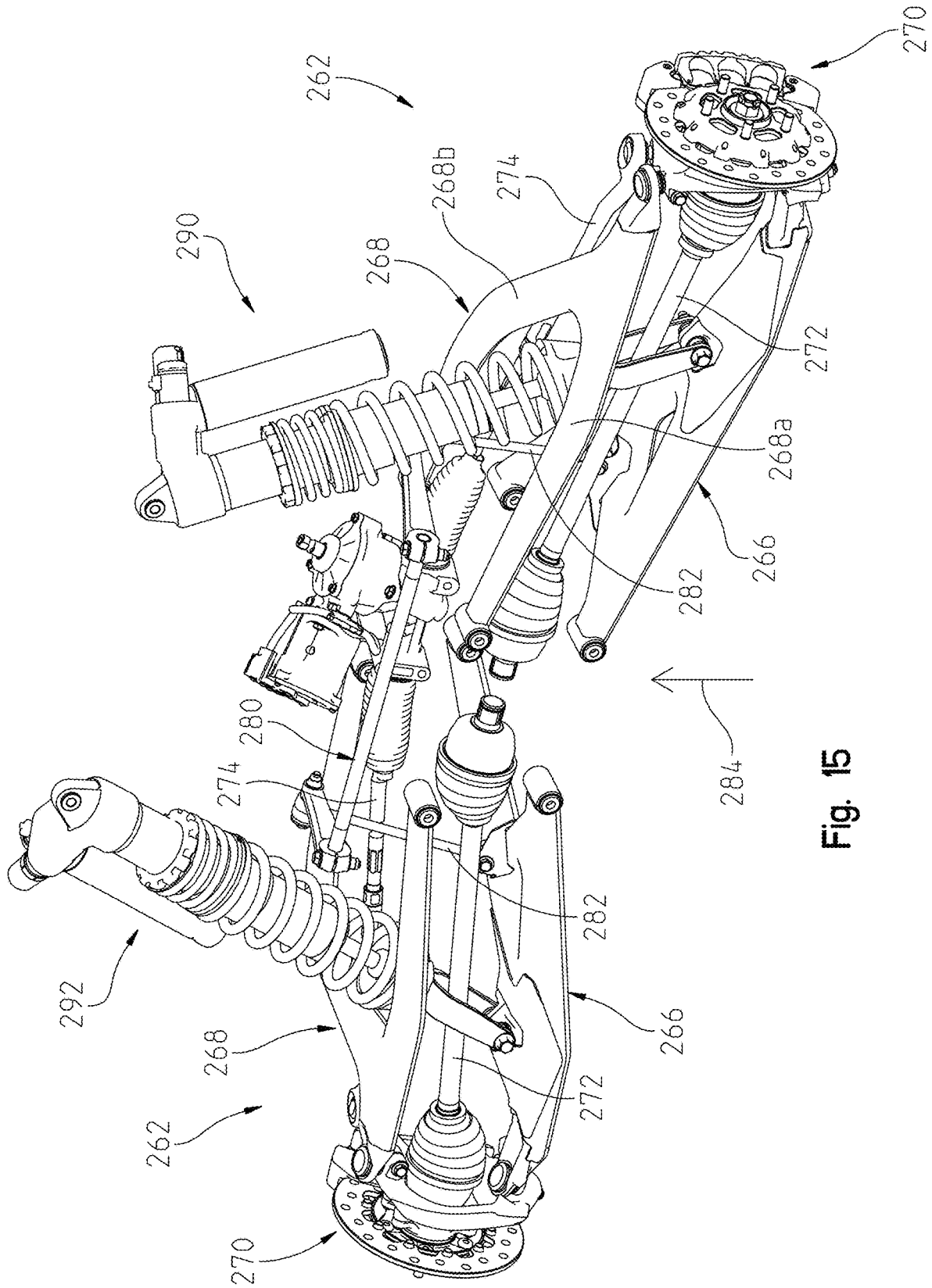


Fig. 15

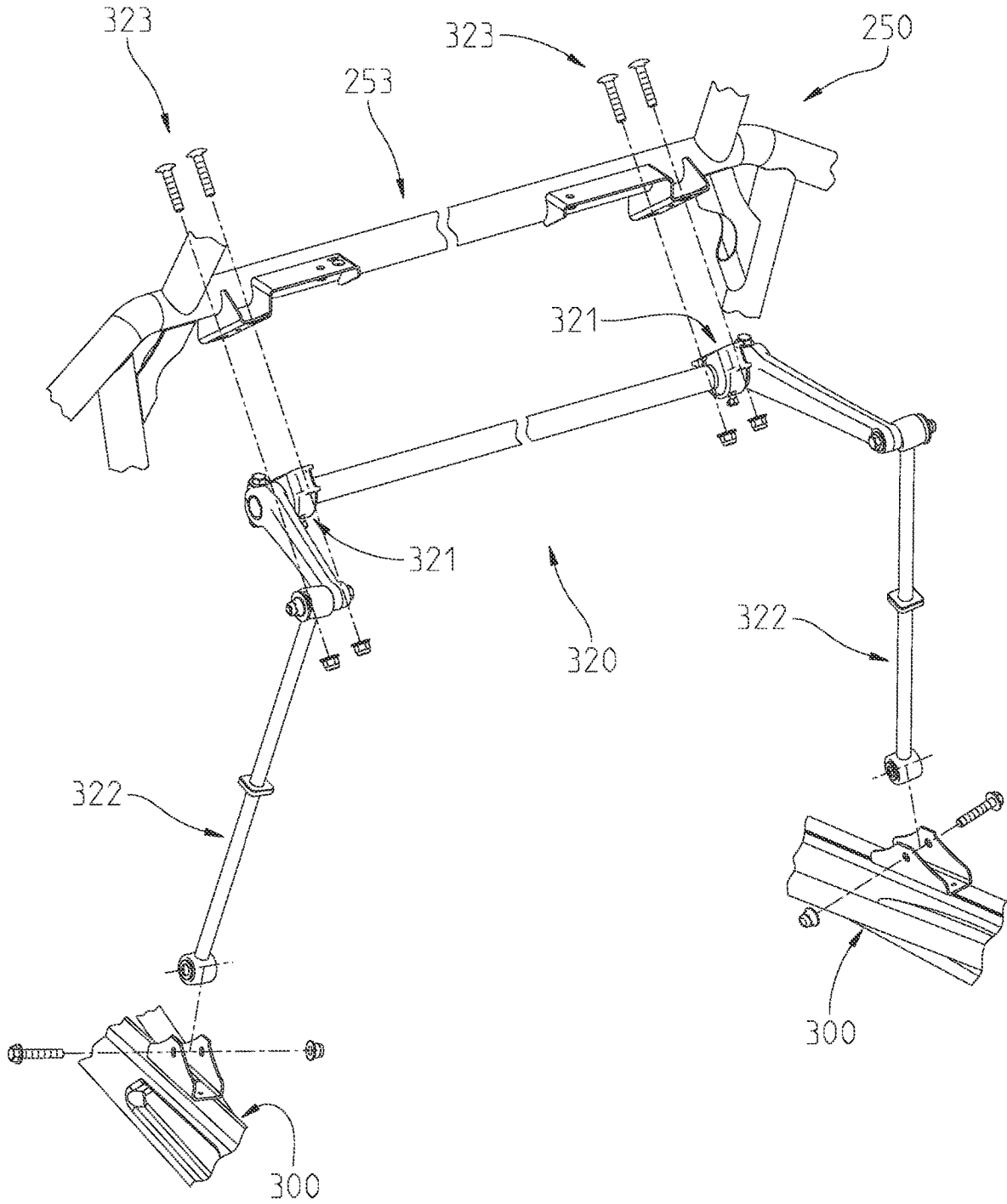


Fig. 16

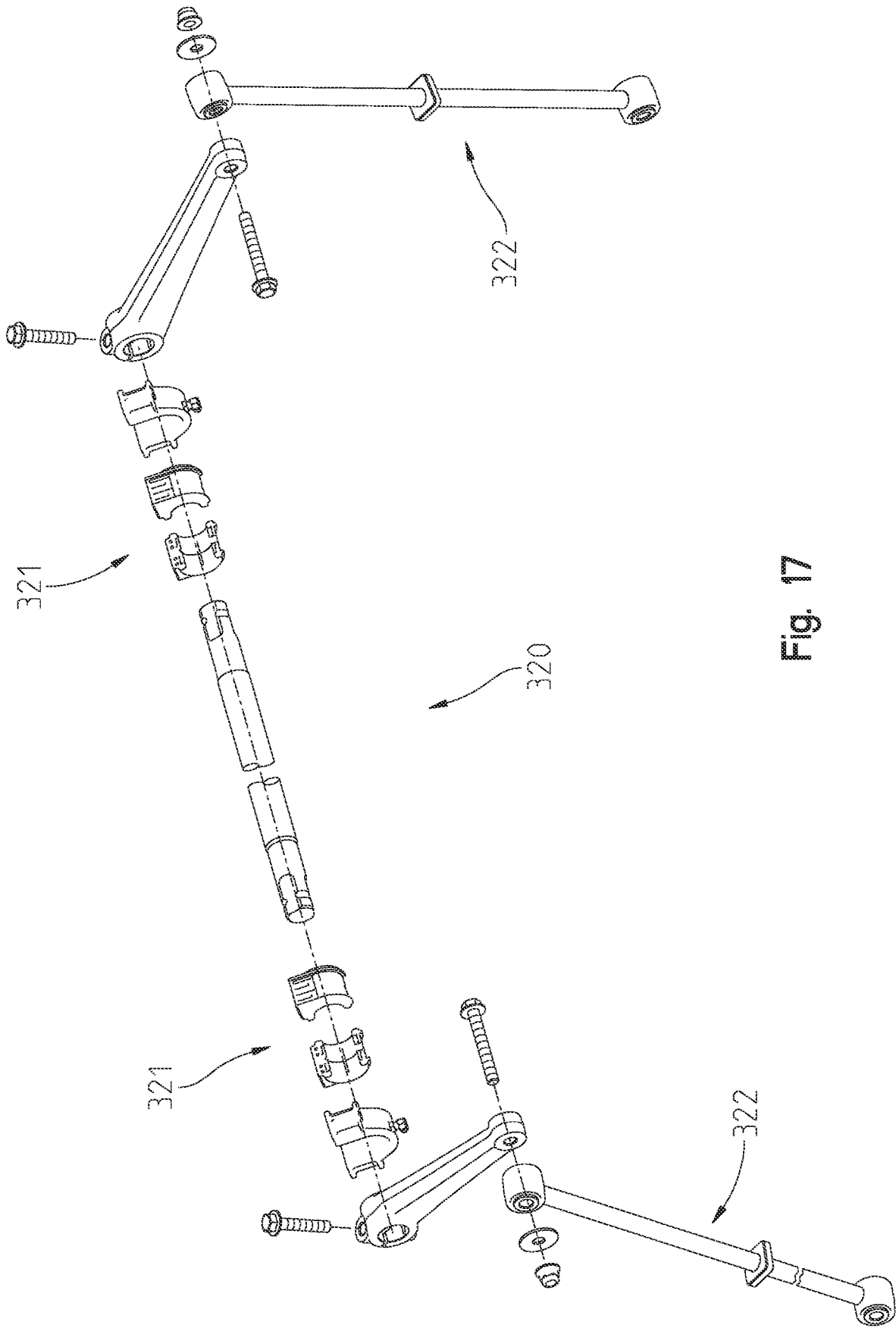


Fig. 17

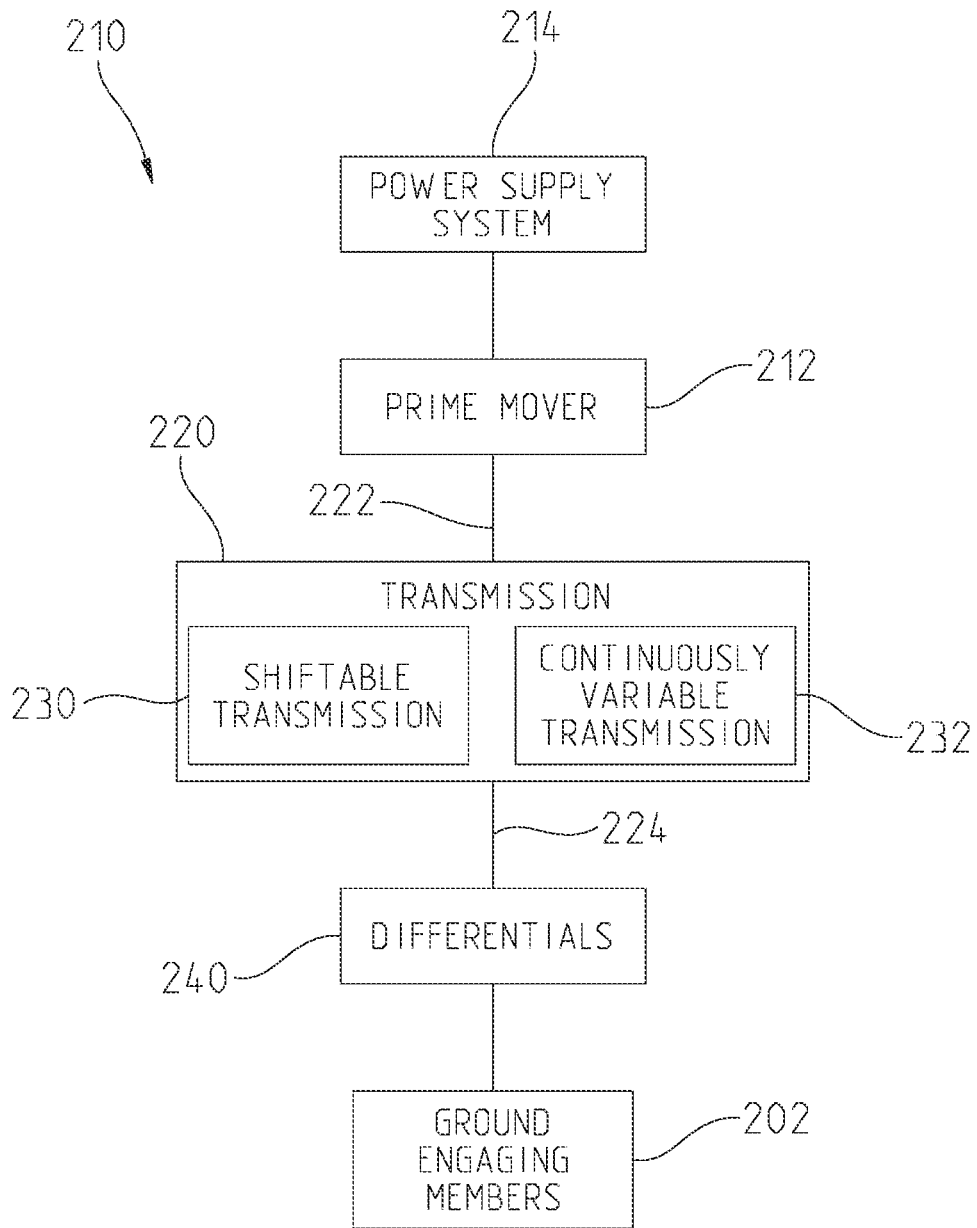


Fig. 18

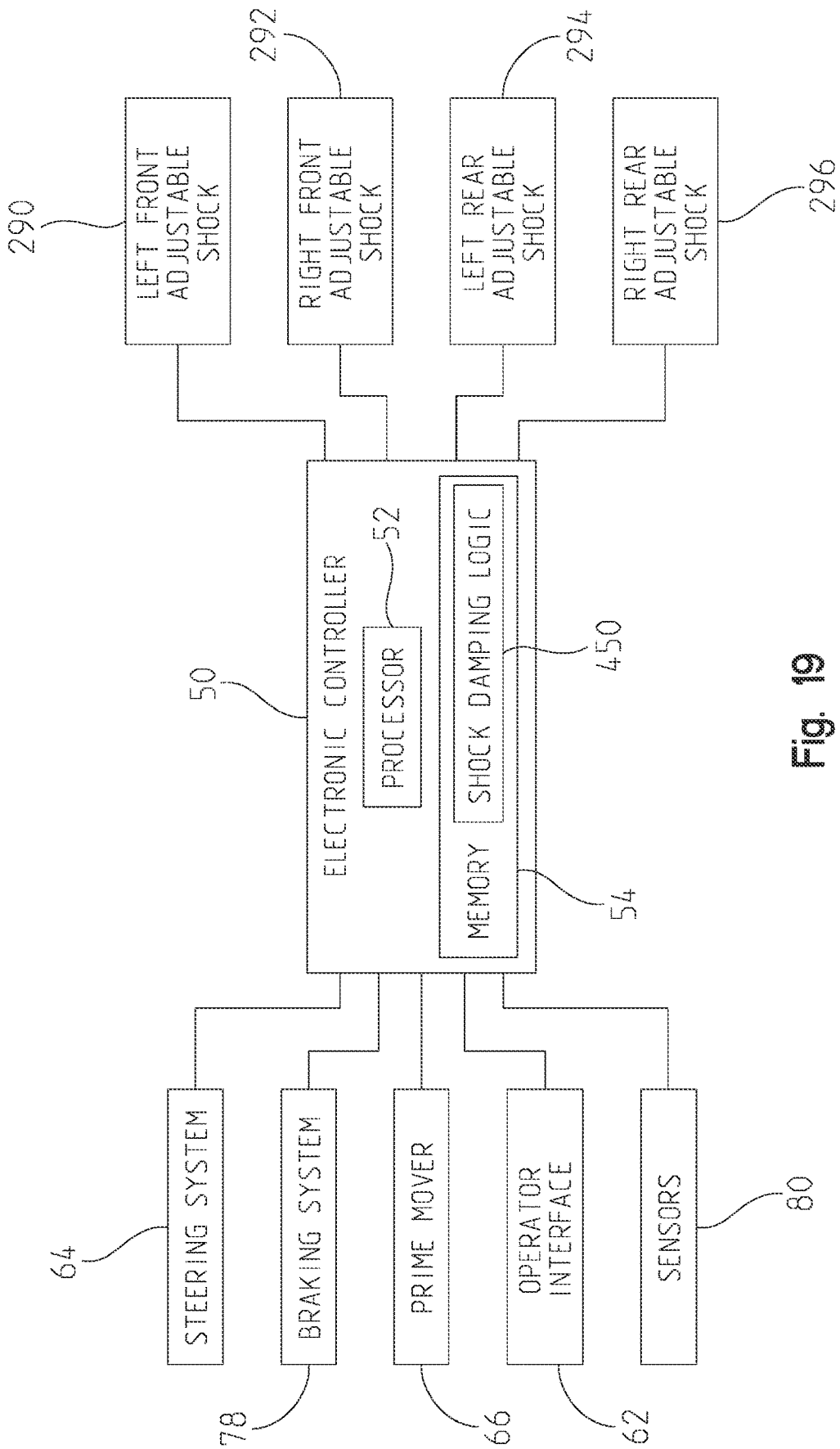


Fig. 19

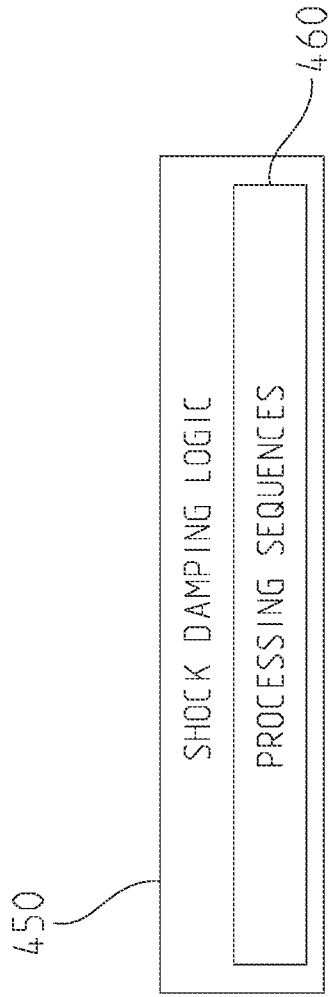


Fig. 20

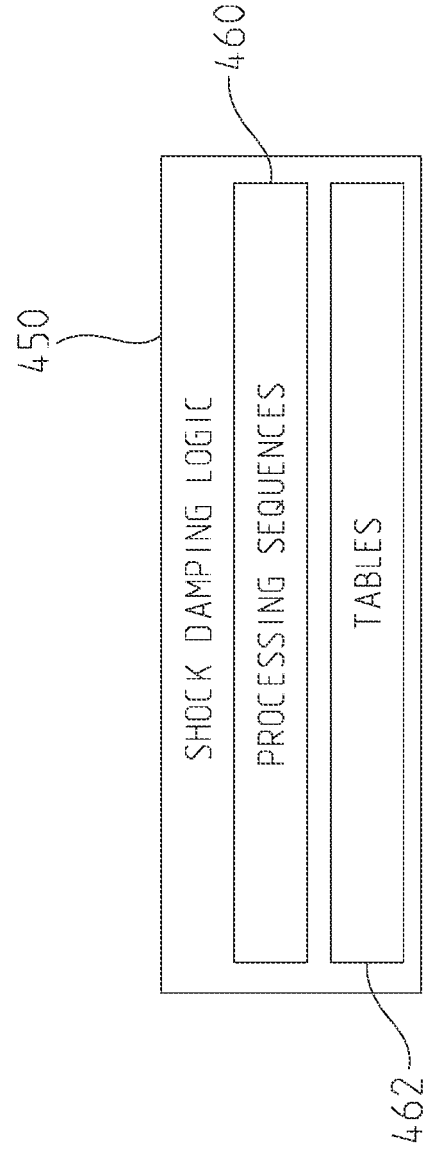


Fig. 21

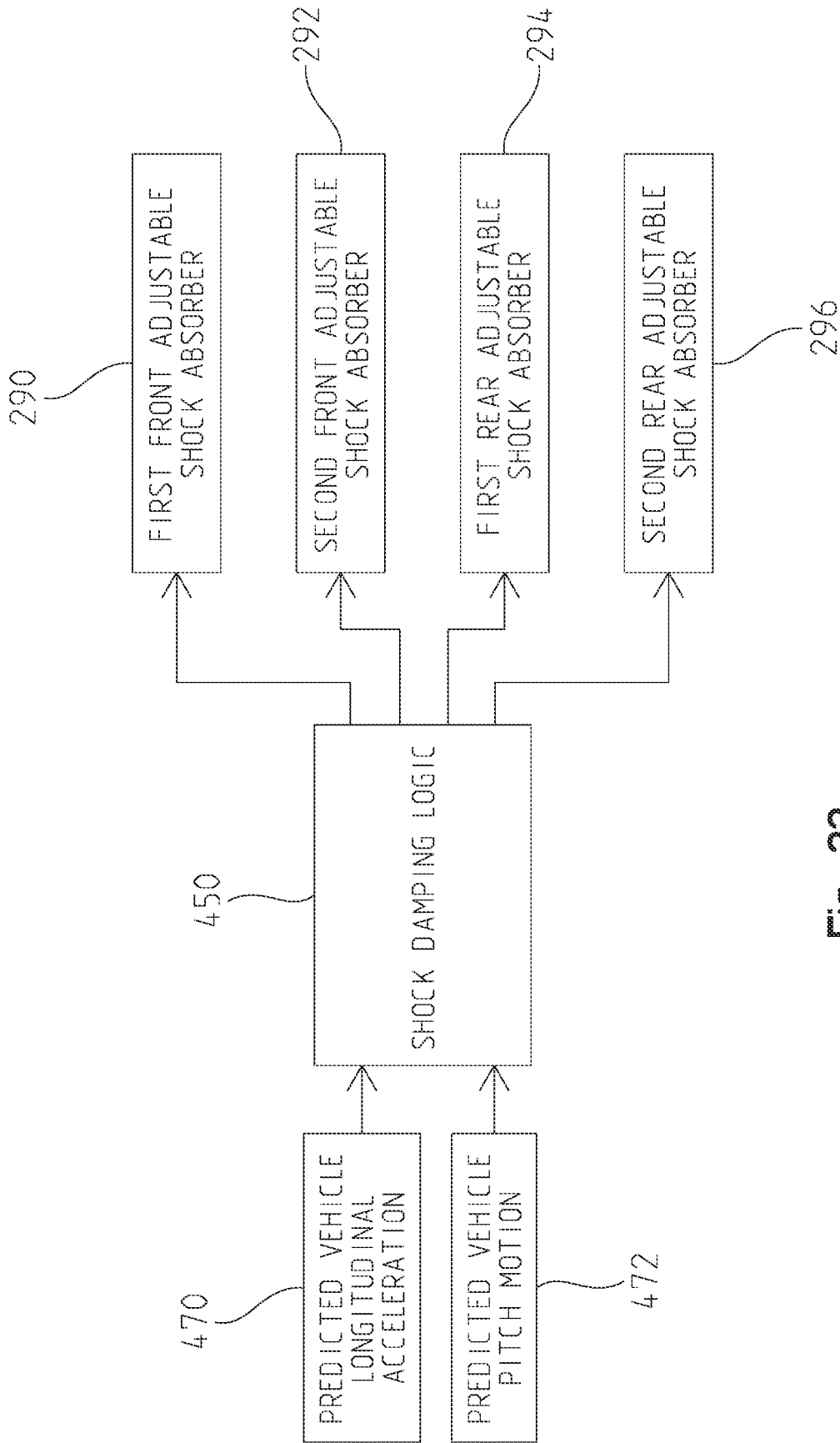


Fig. 22

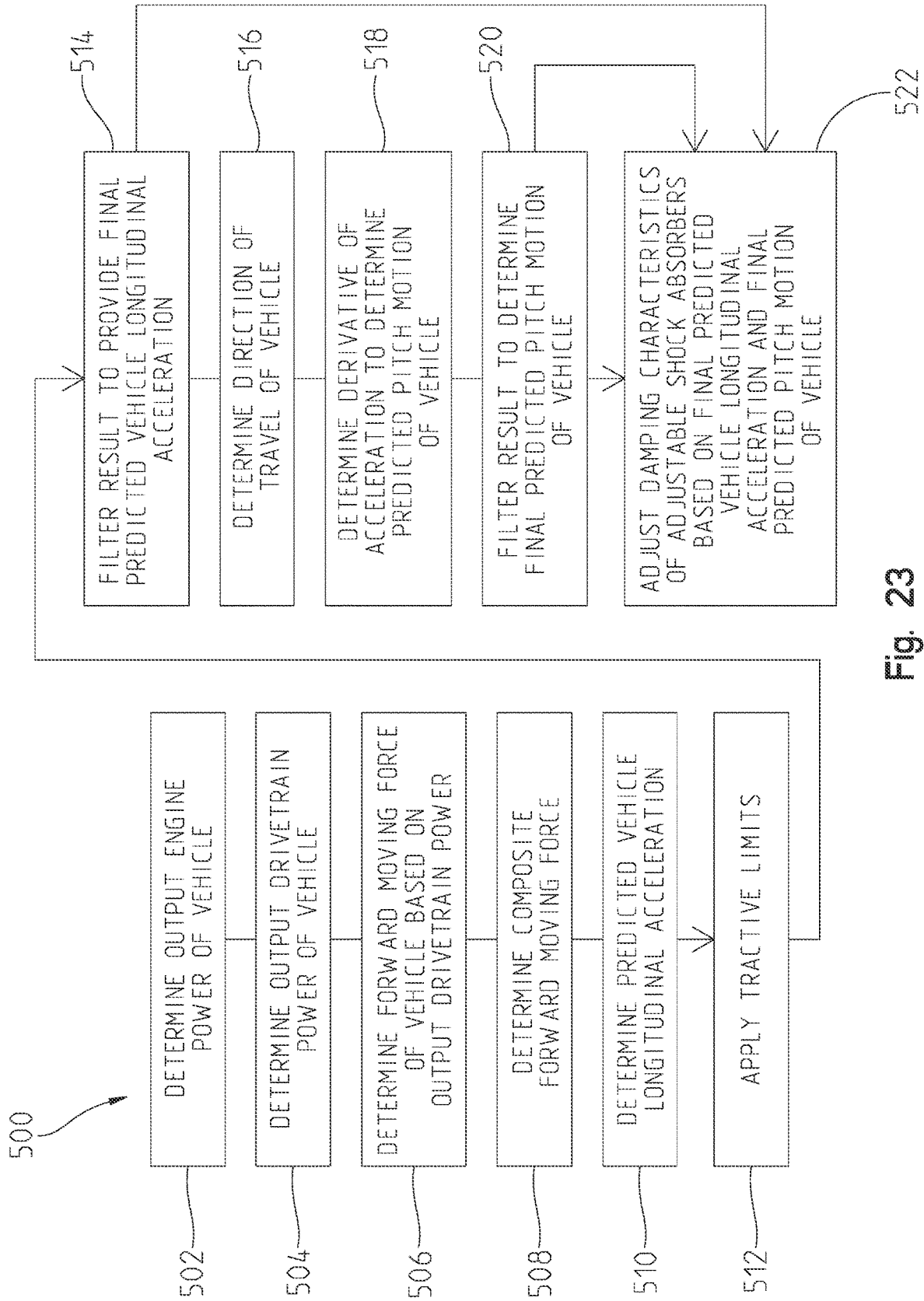


Fig. 23

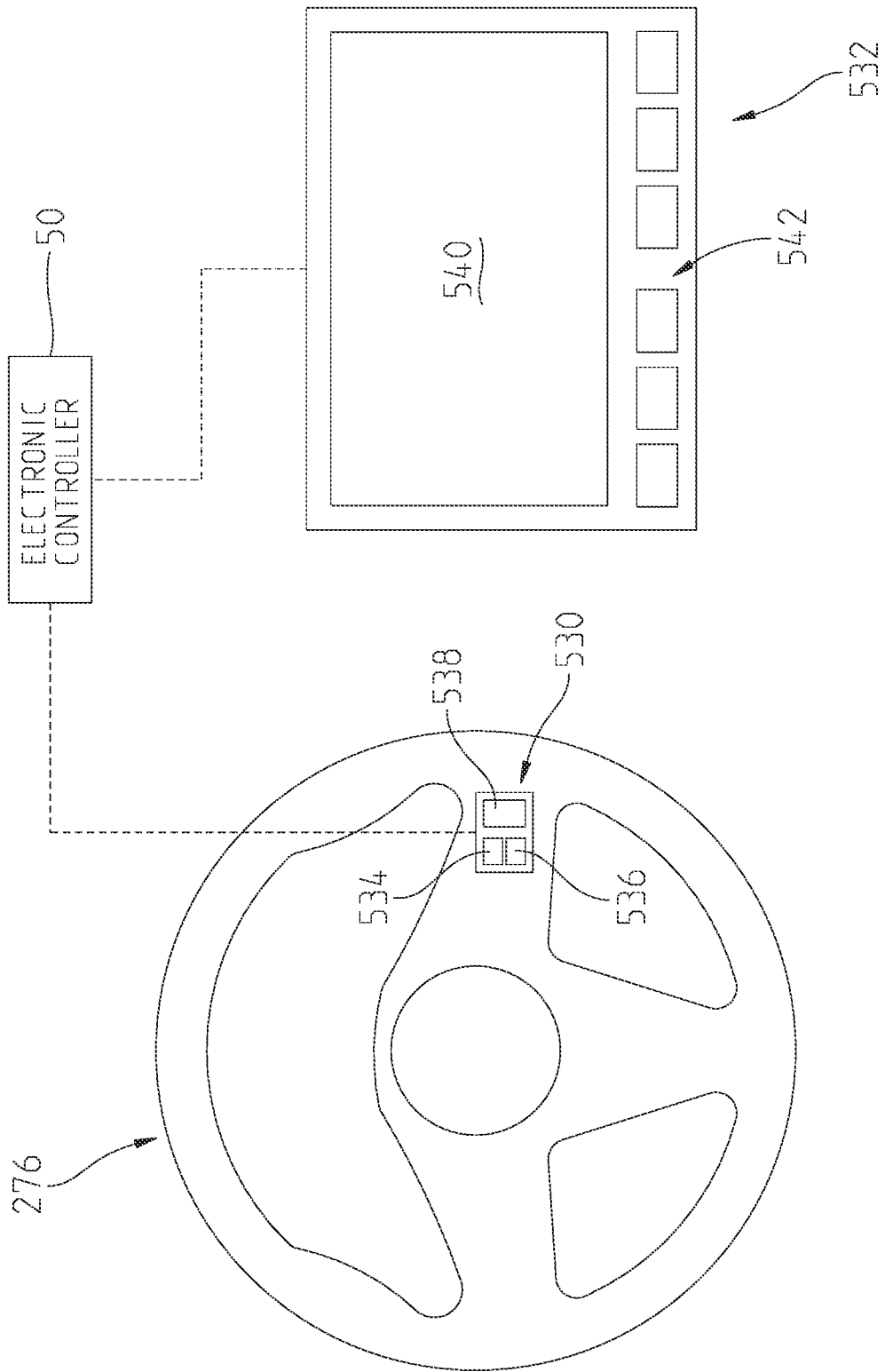


Fig. 24

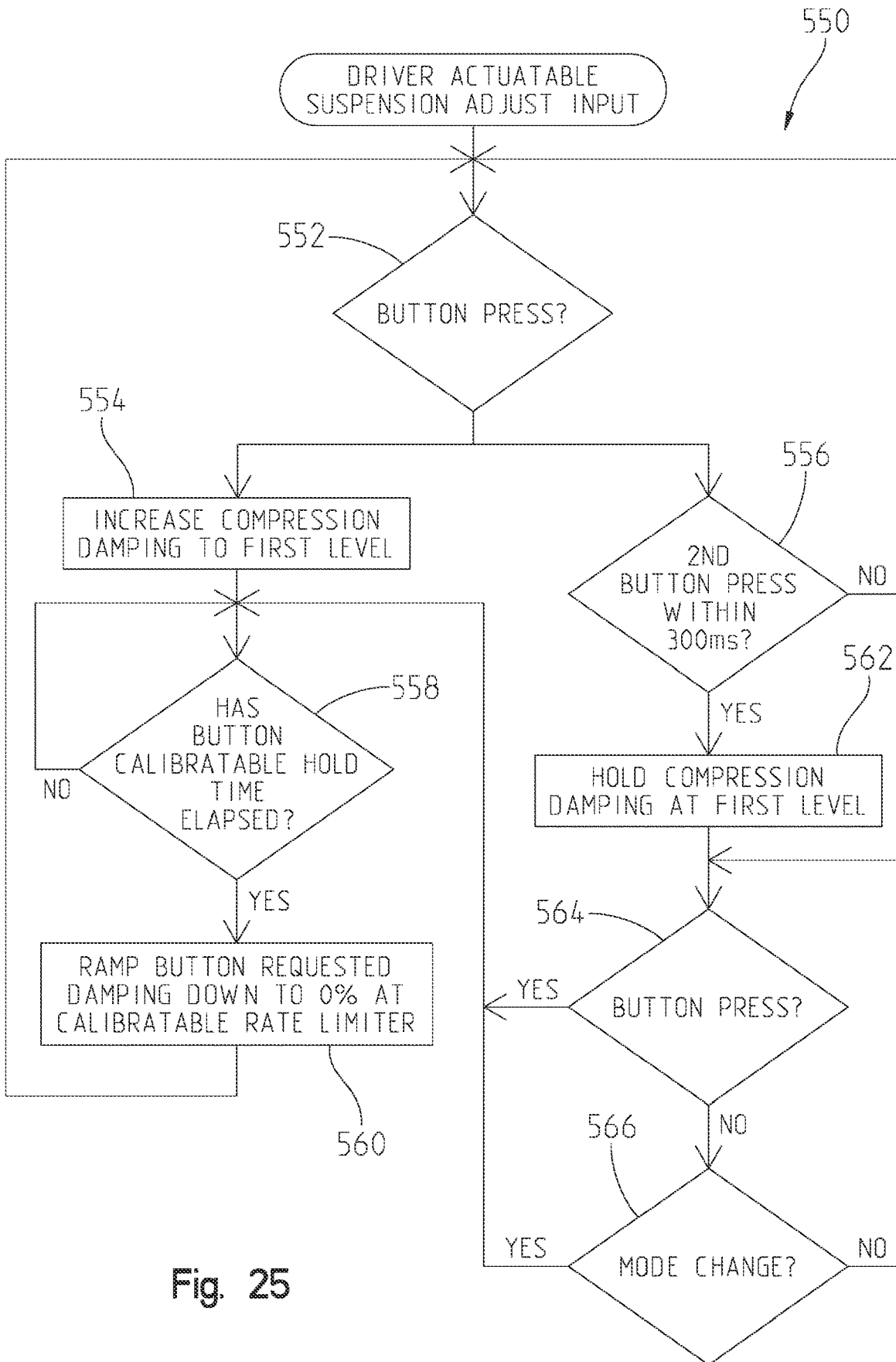


Fig. 25

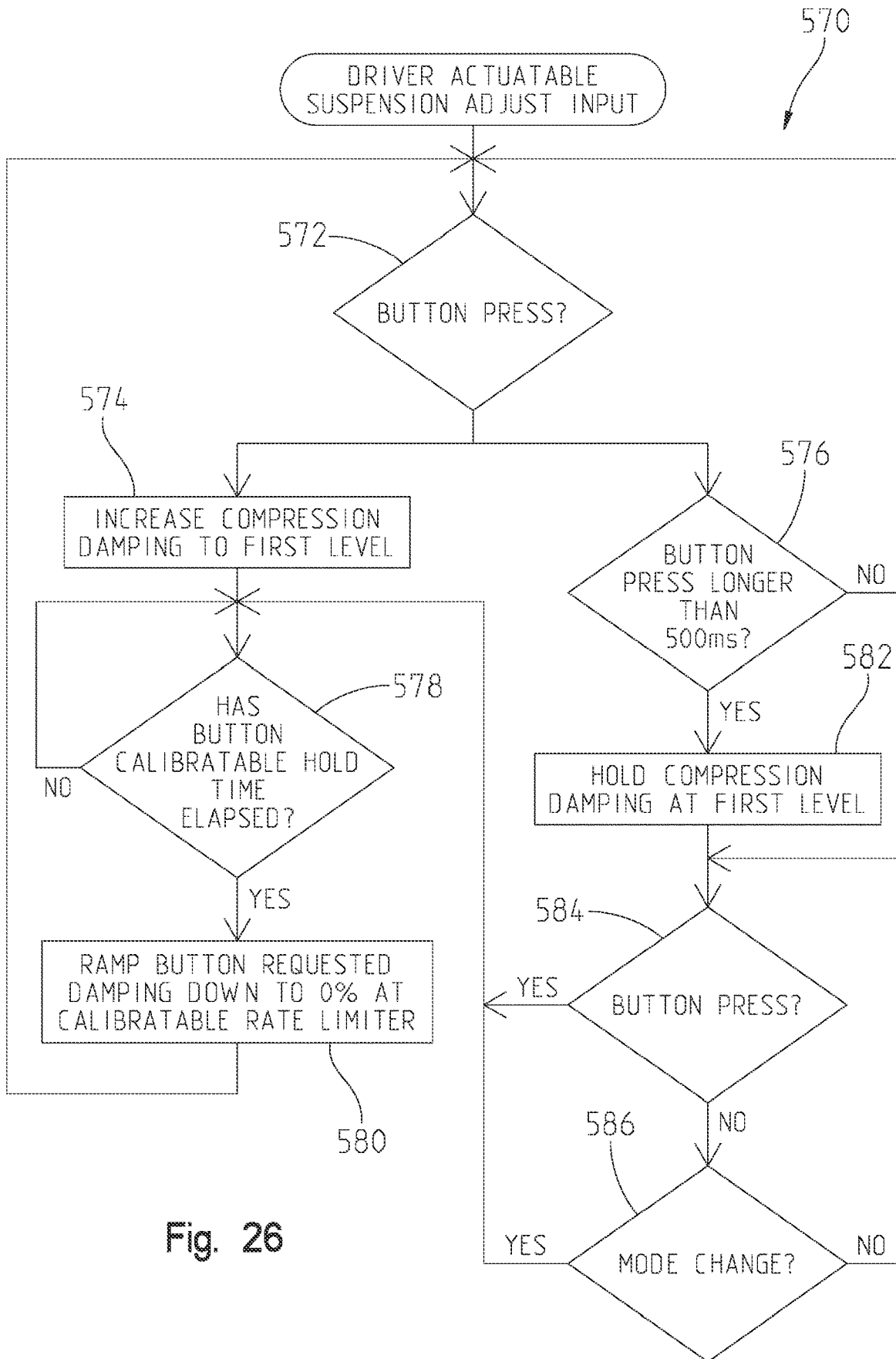


Fig. 26

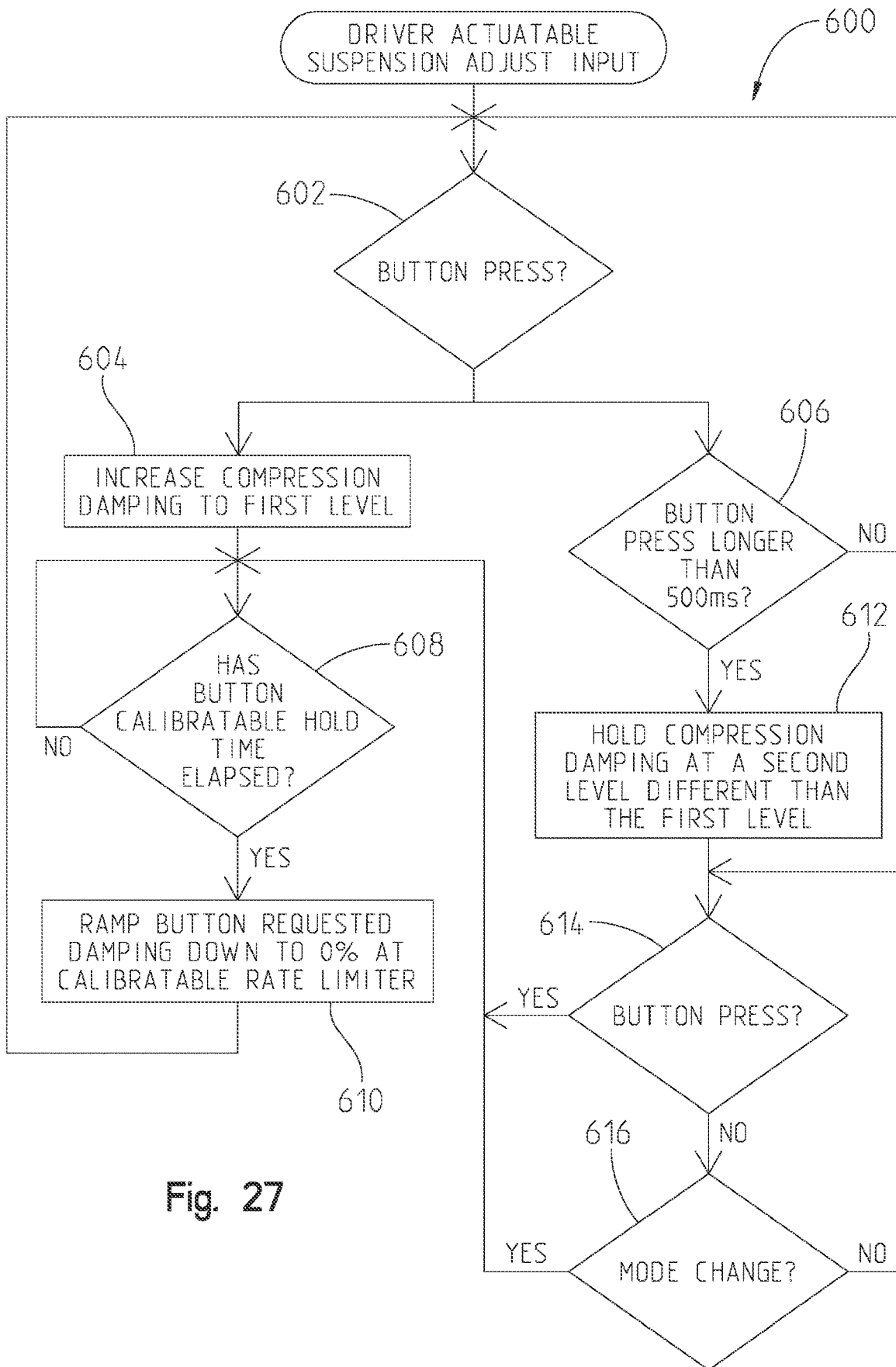


Fig. 27

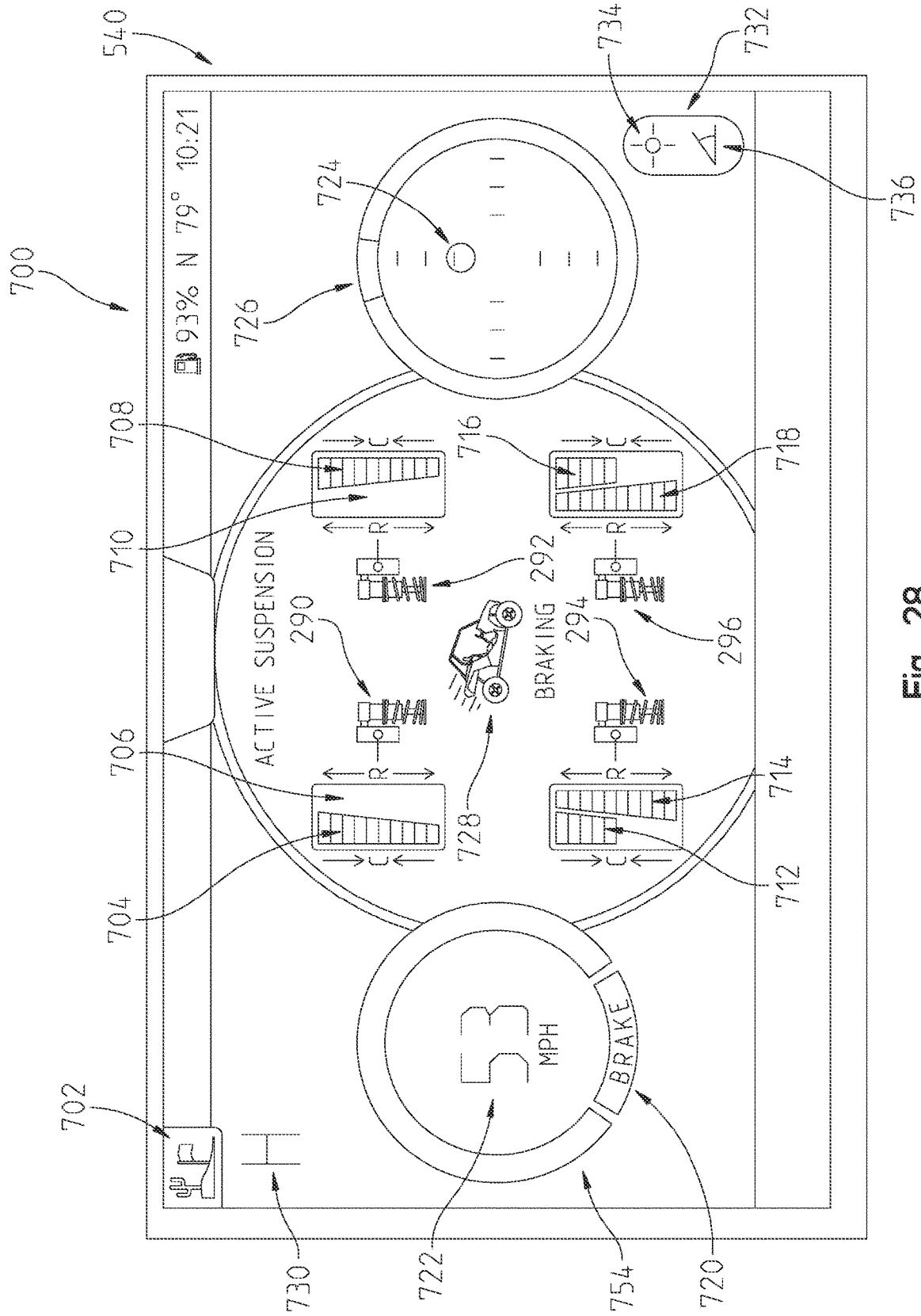
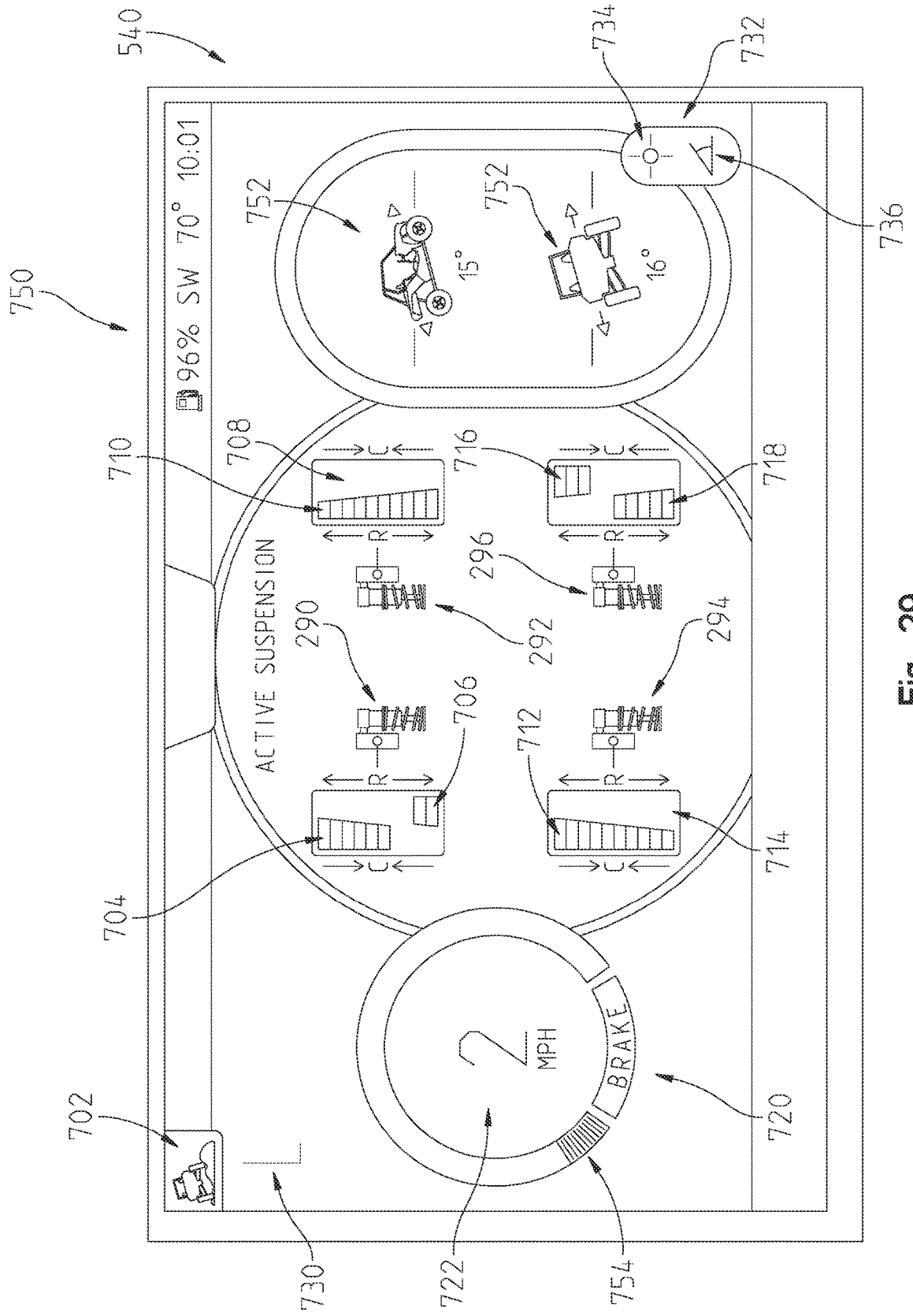


Fig. 28



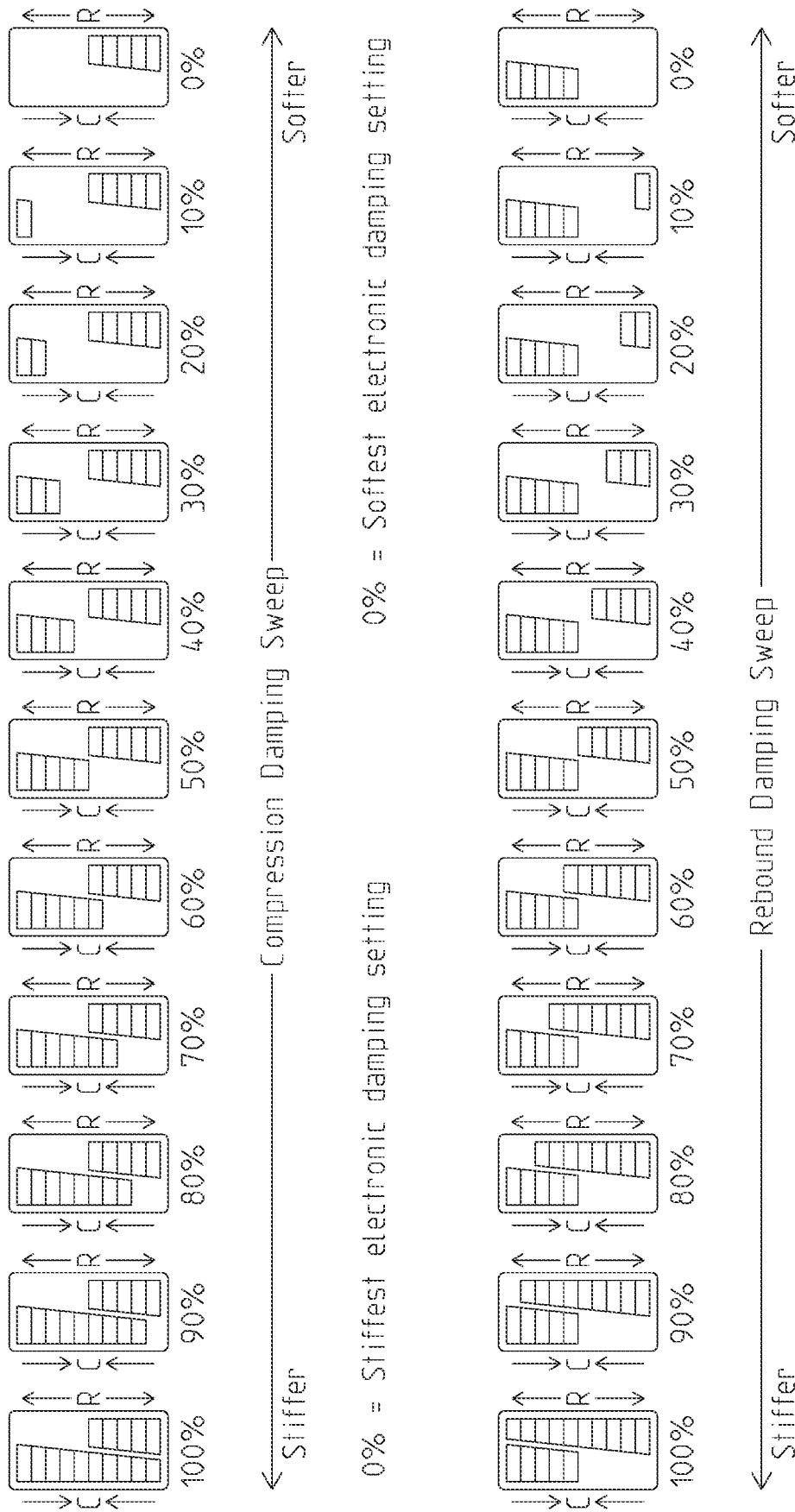


Fig. 30

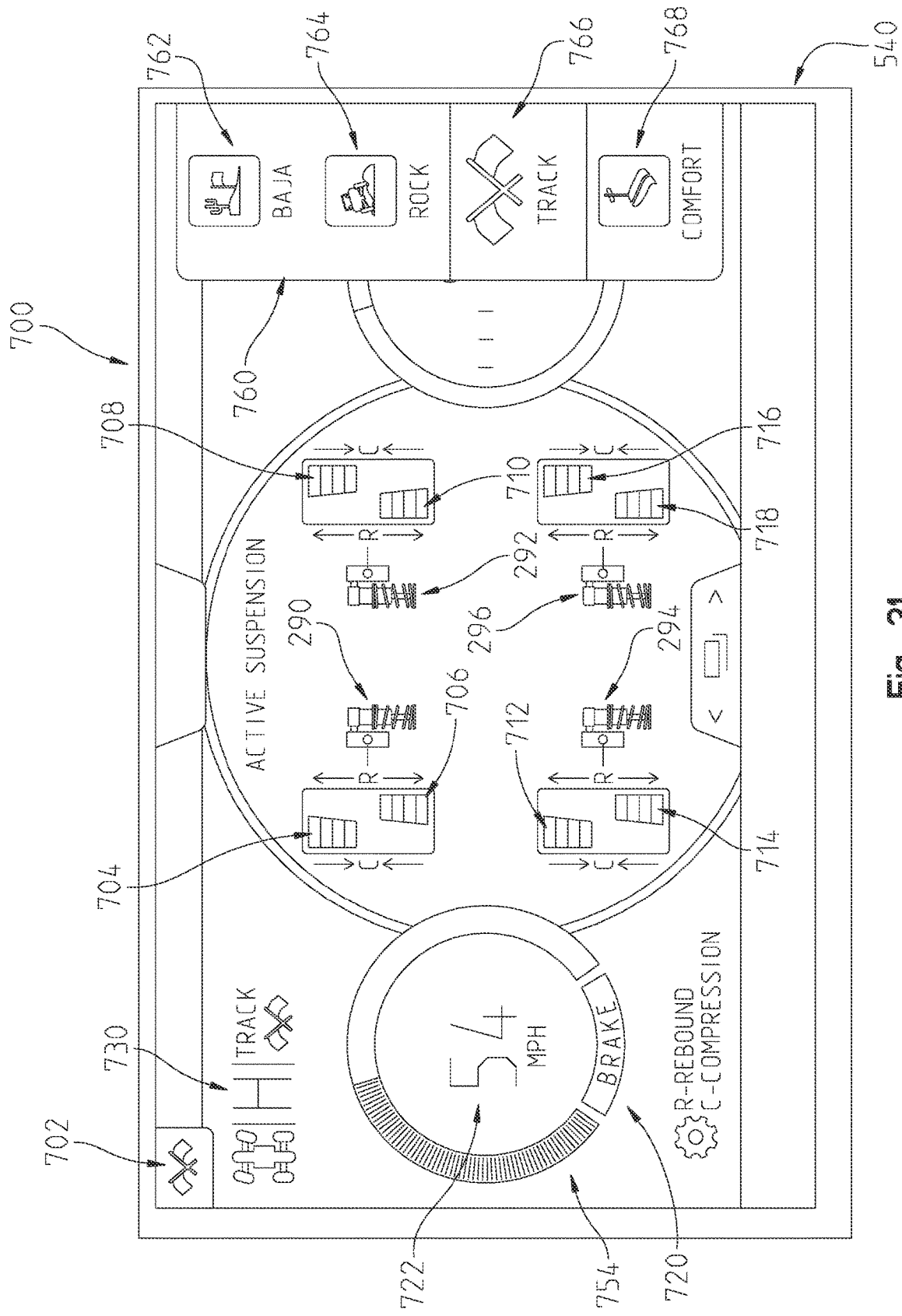


Fig. 31

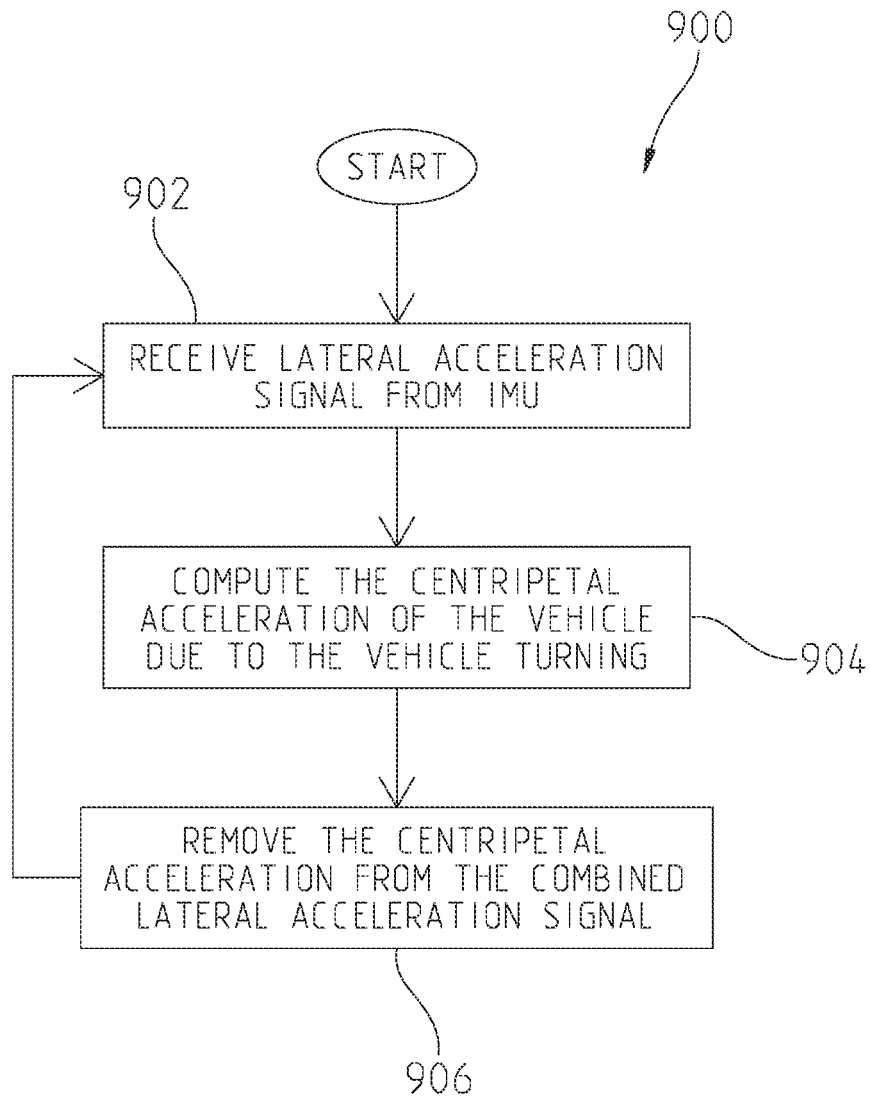


Fig. 33

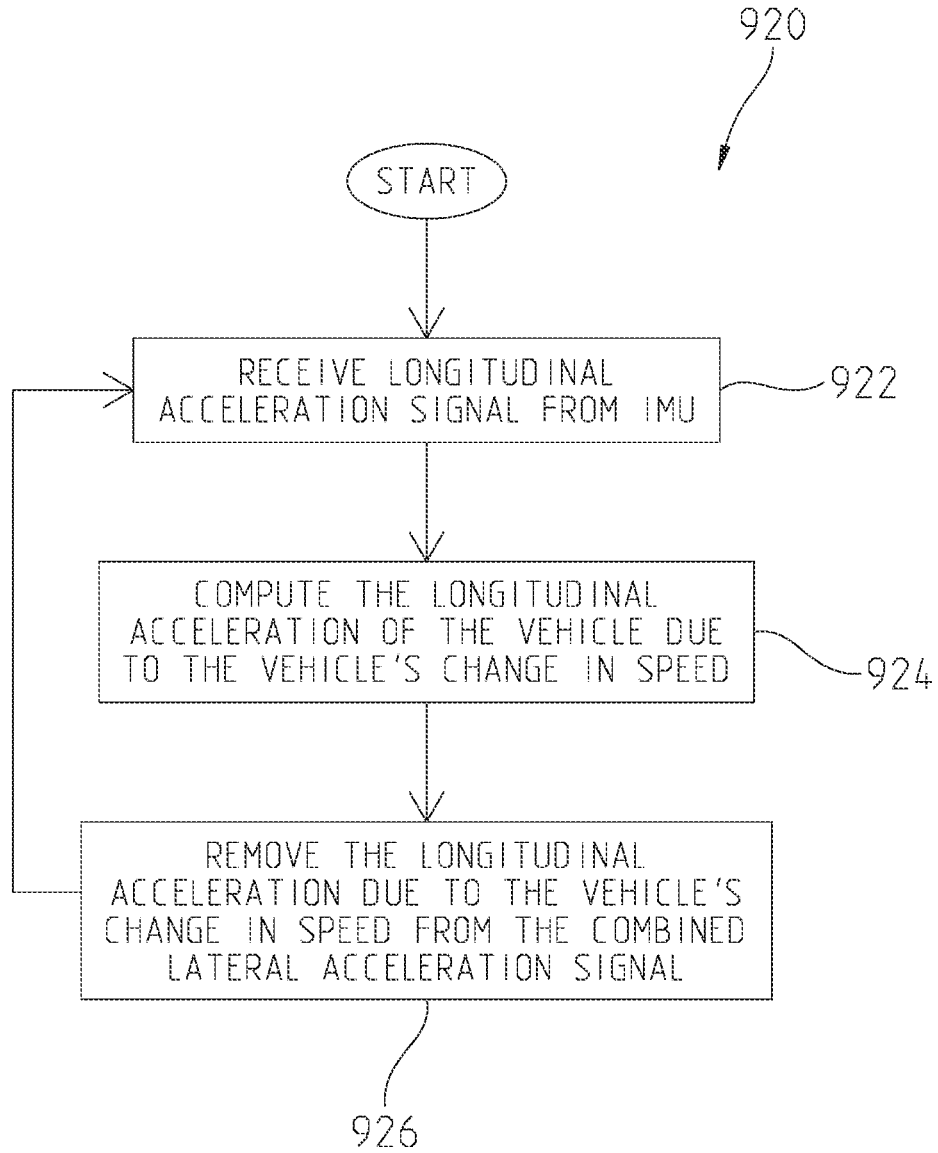


Fig. 34

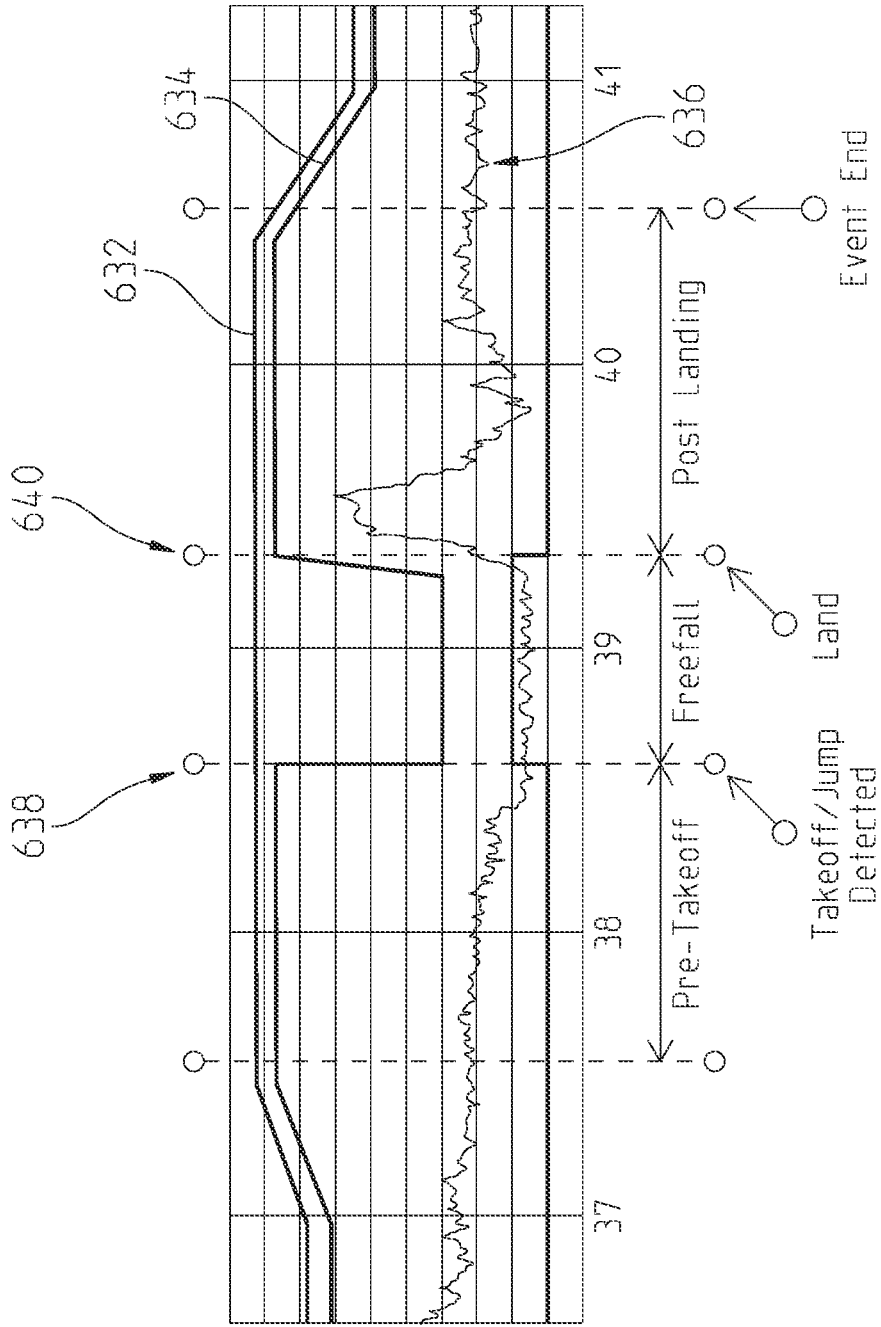


Fig. 35

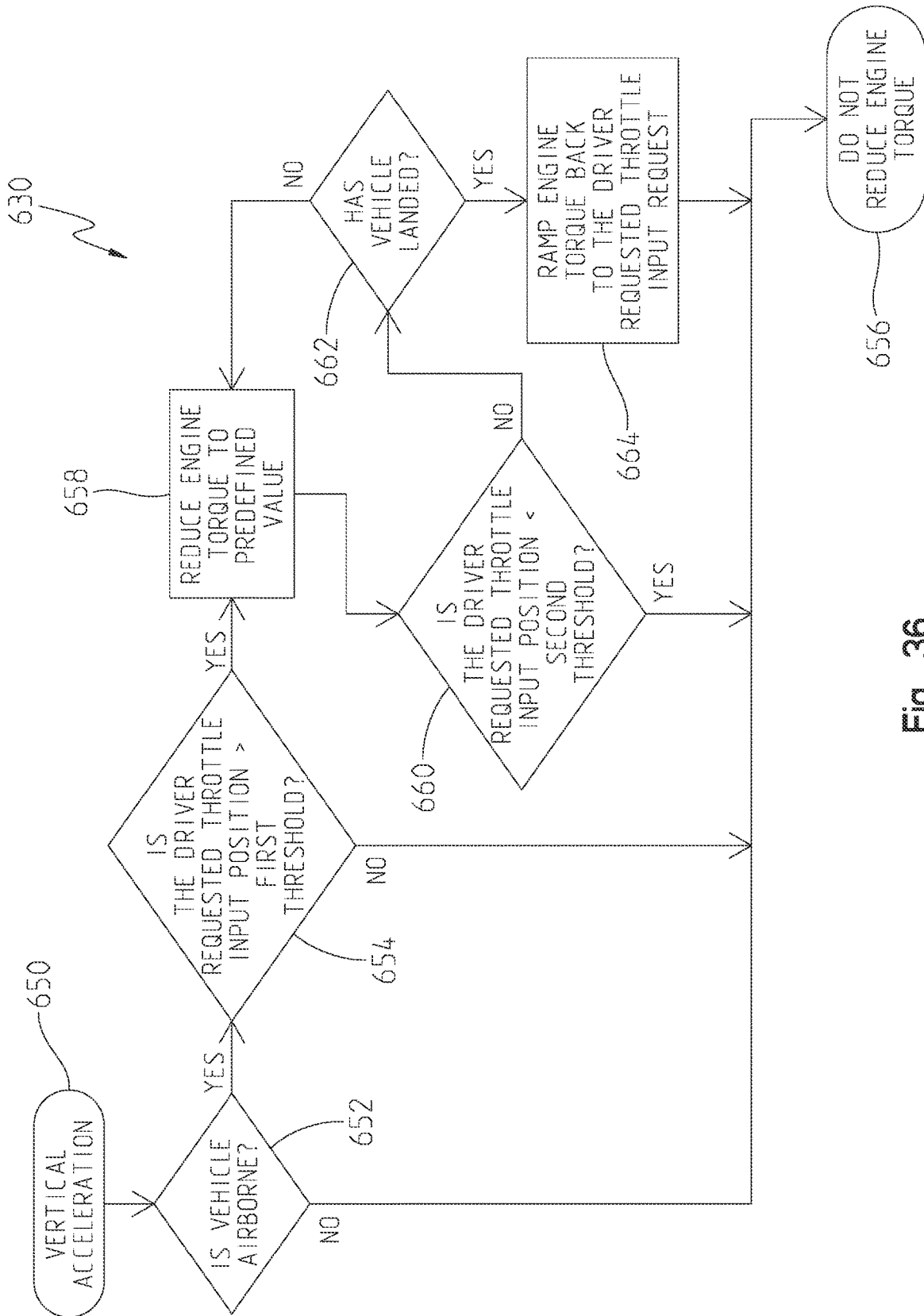


Fig. 36

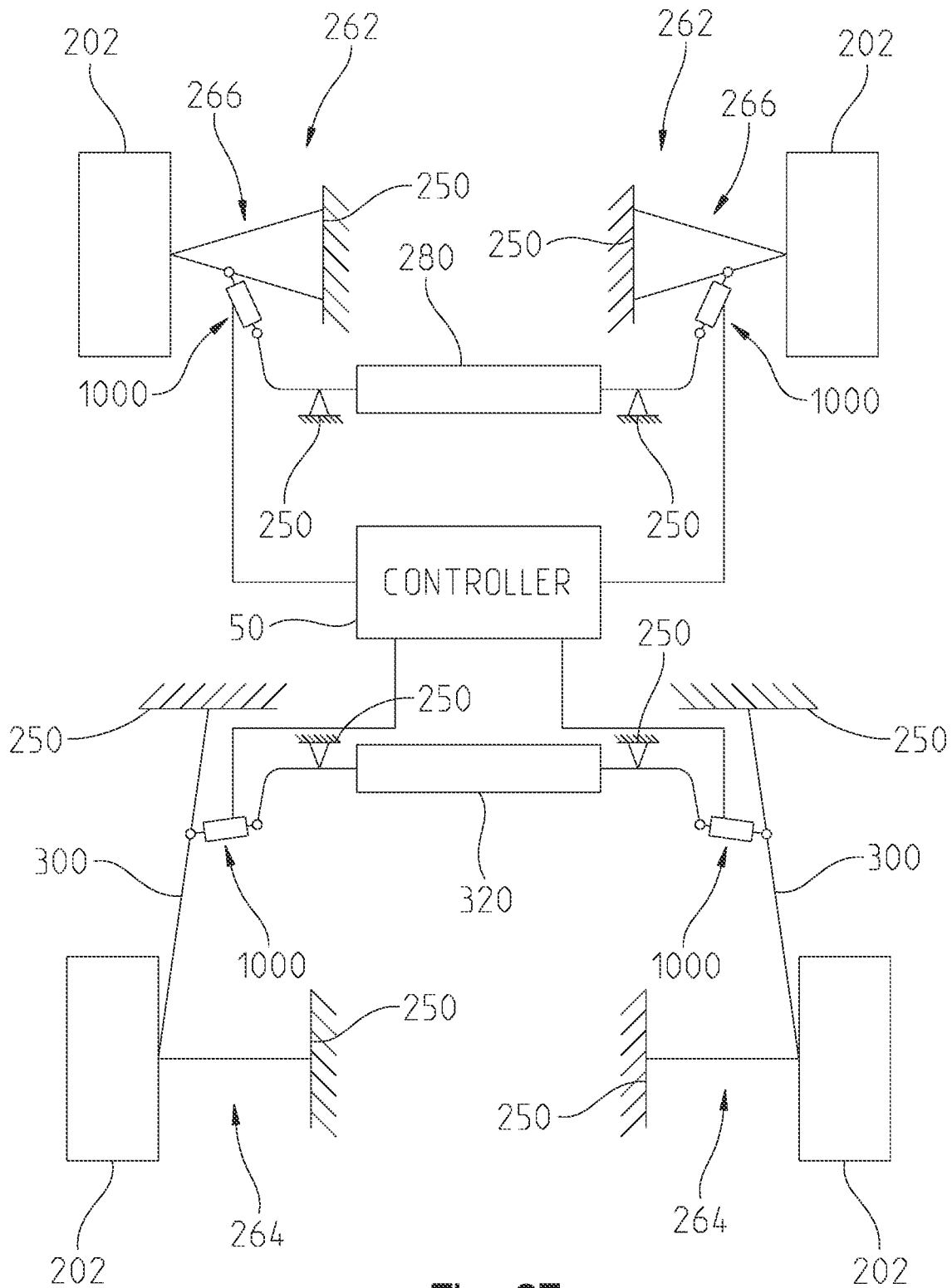


Fig. 37

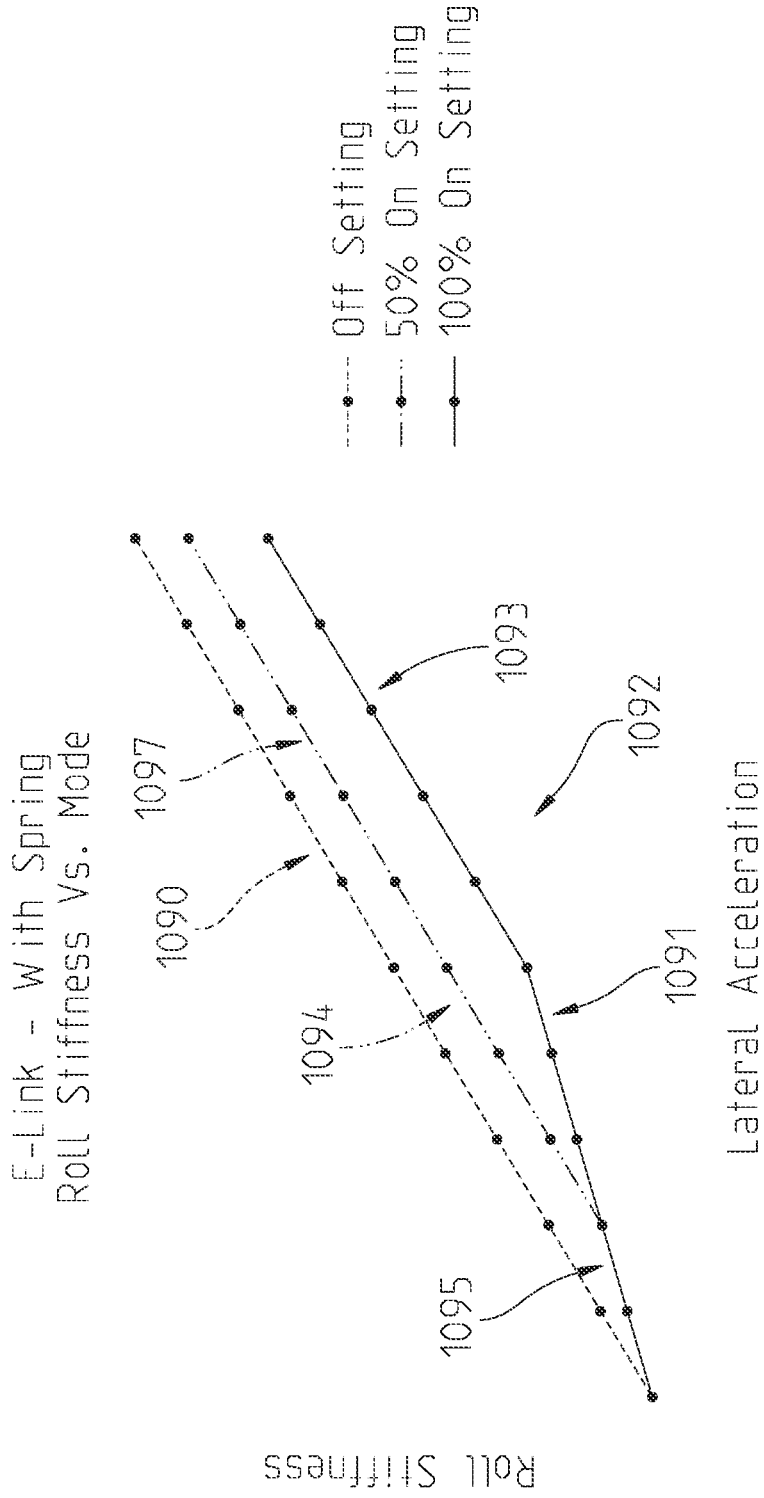


Fig. 39

Roll Stiffness Vs. Sway Bar Architectures

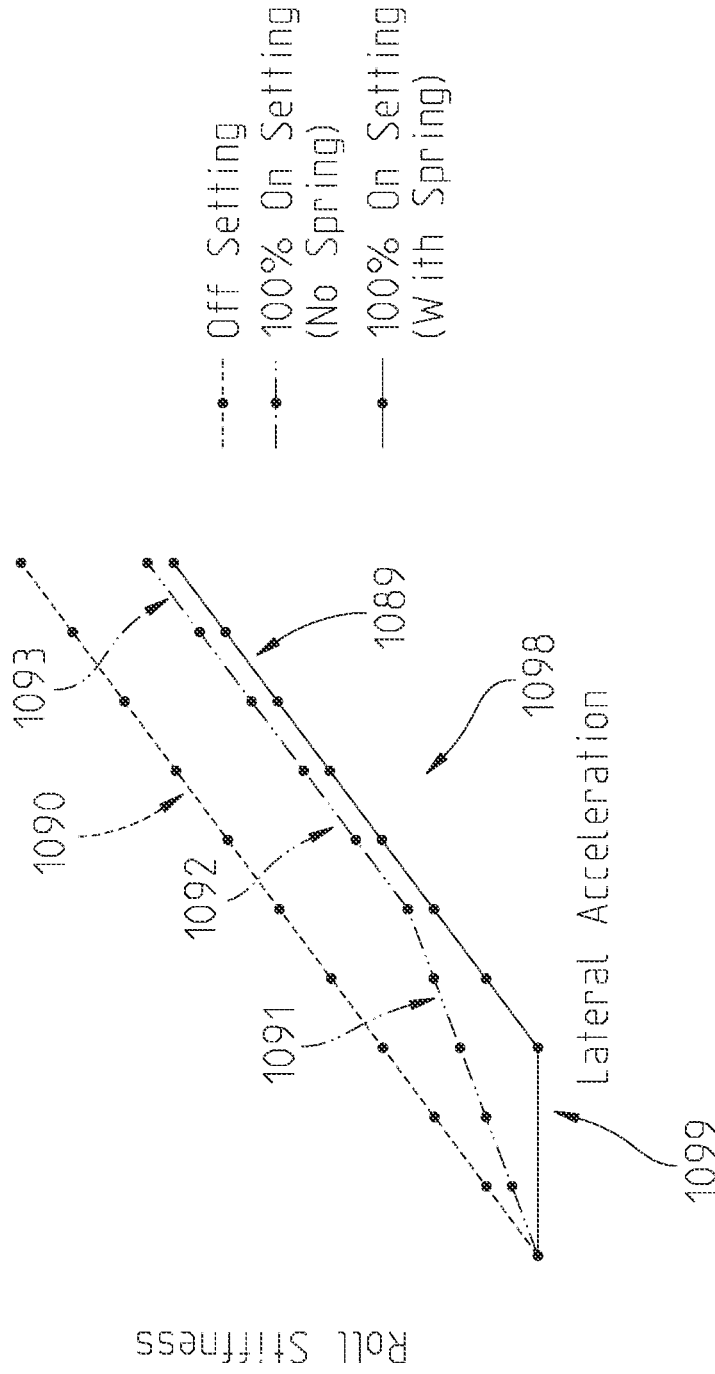


Fig. 40

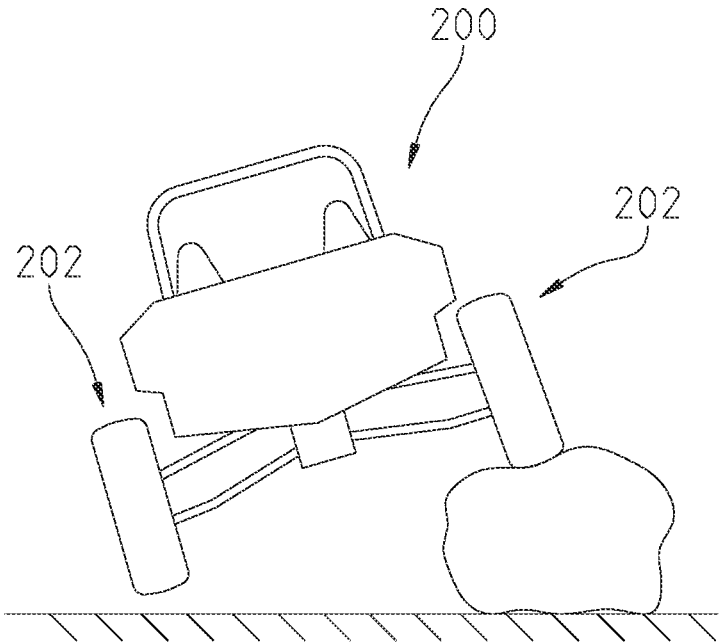


Fig. 41

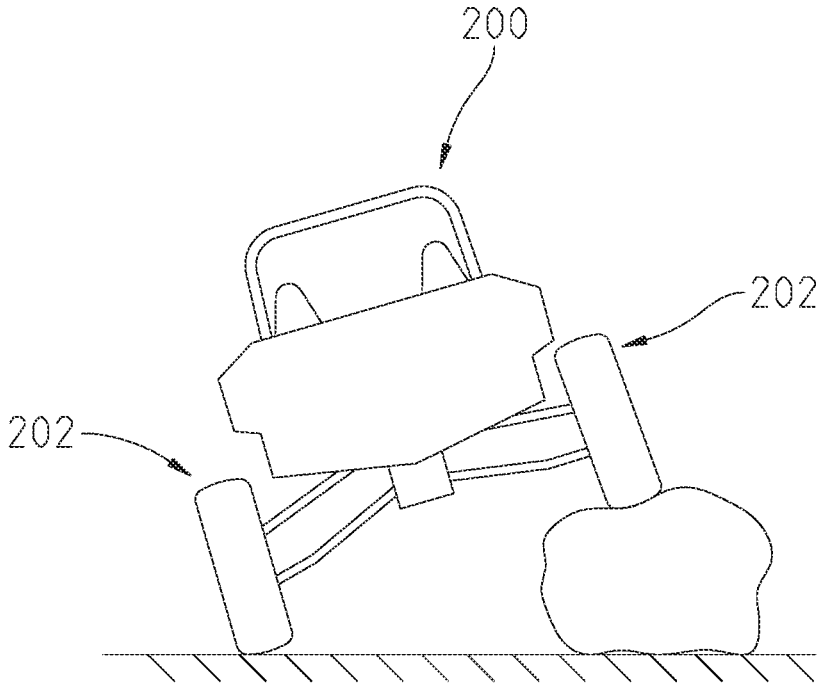


Fig. 42

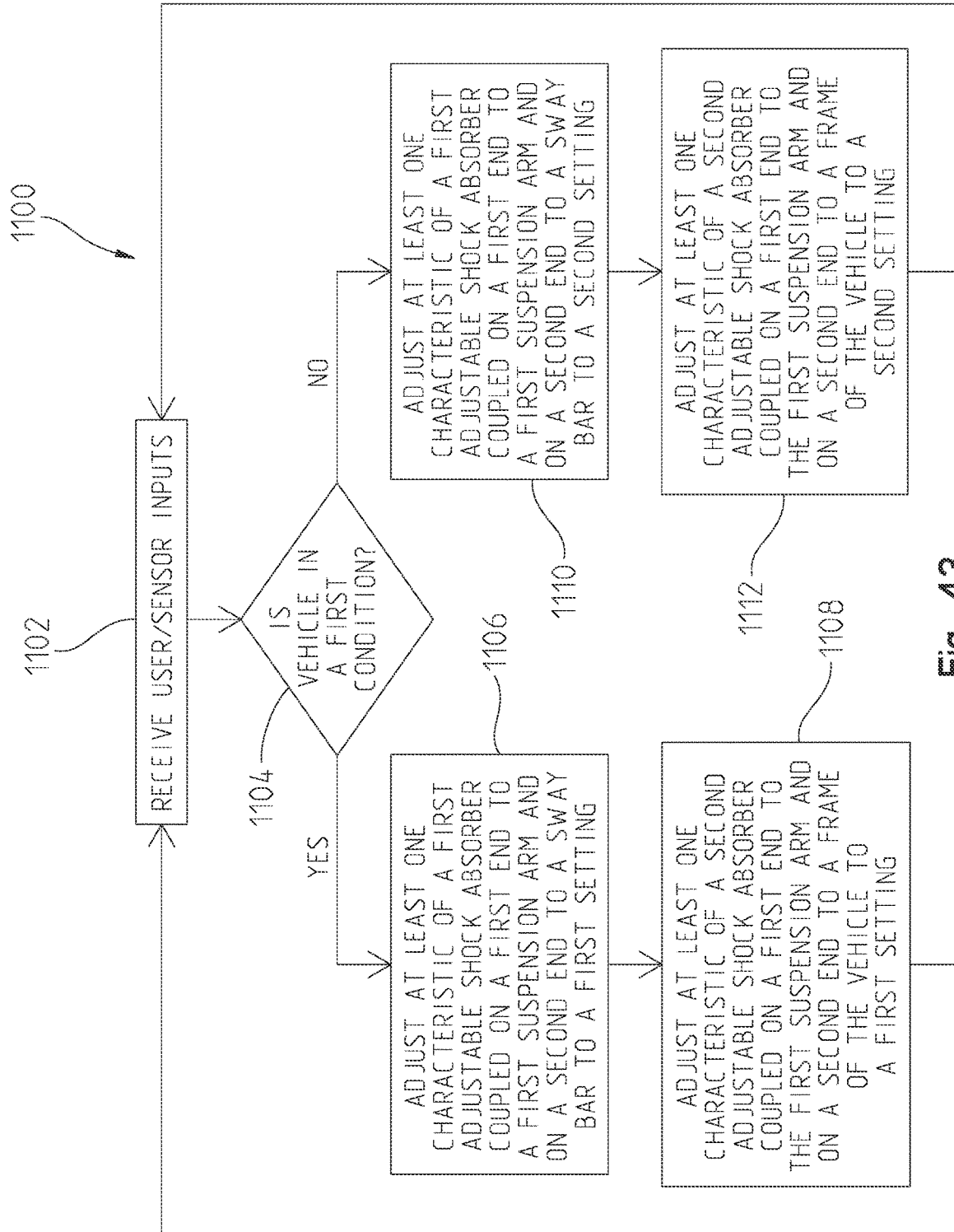


Fig. 43

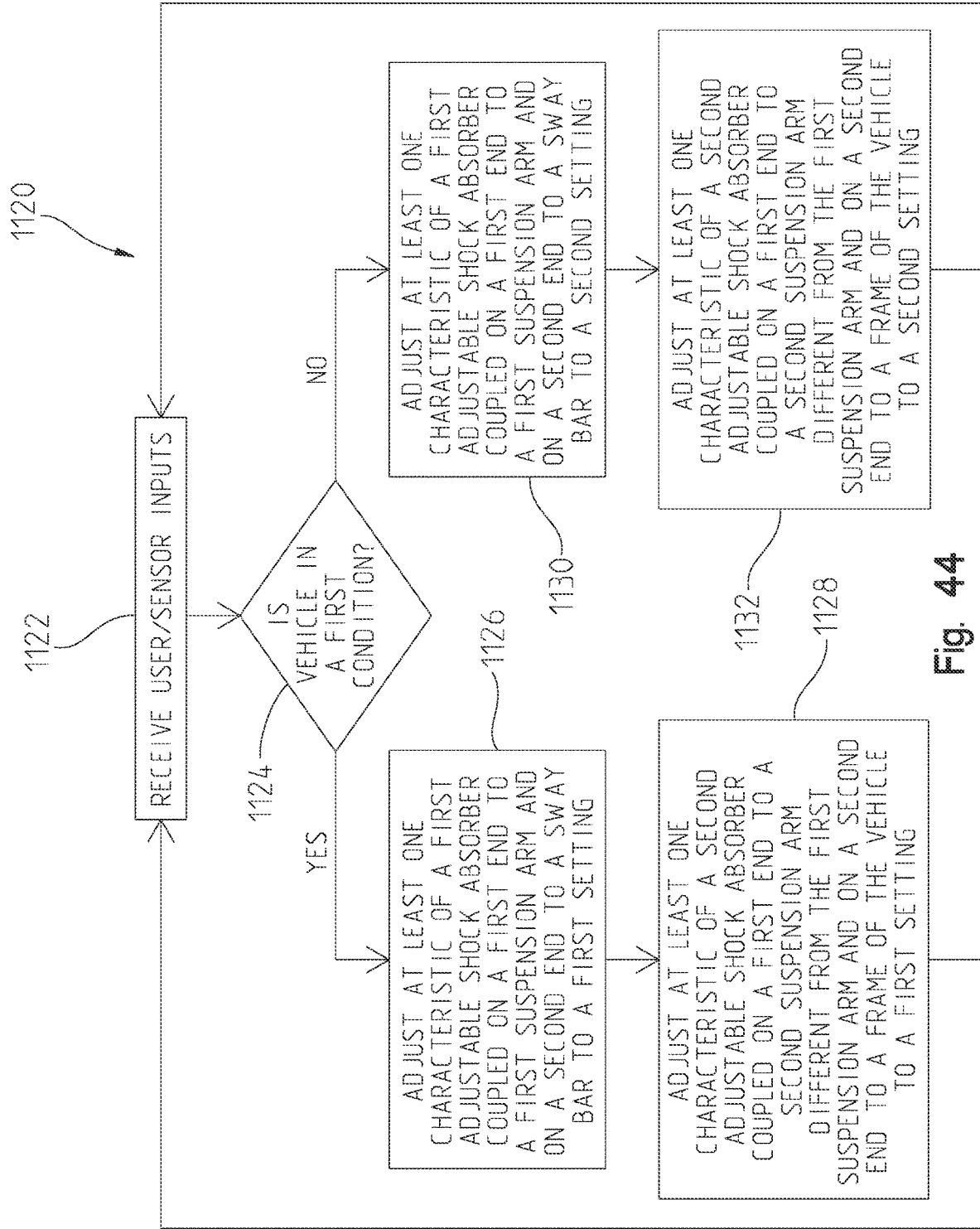


Fig. 44

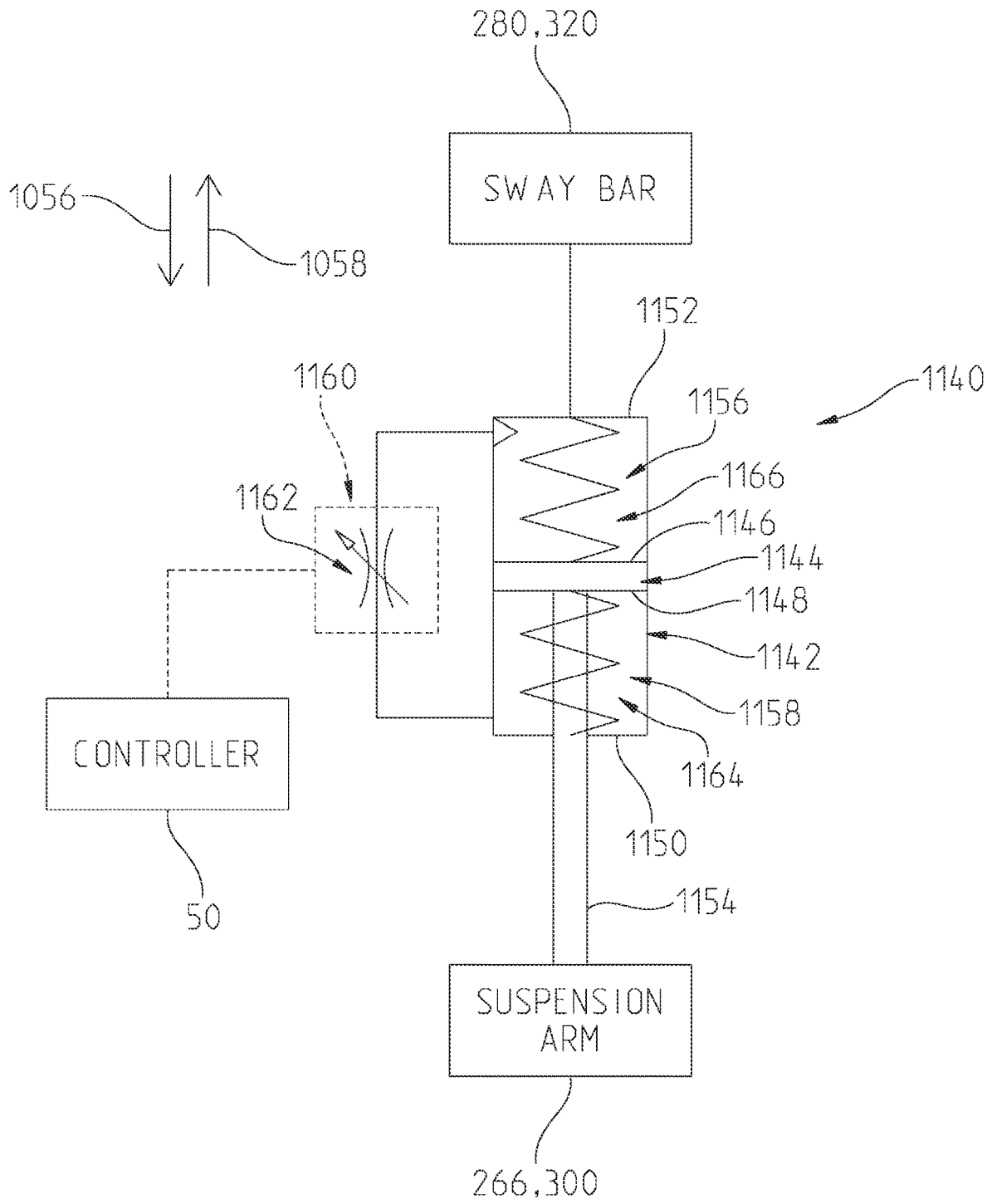


Fig. 45

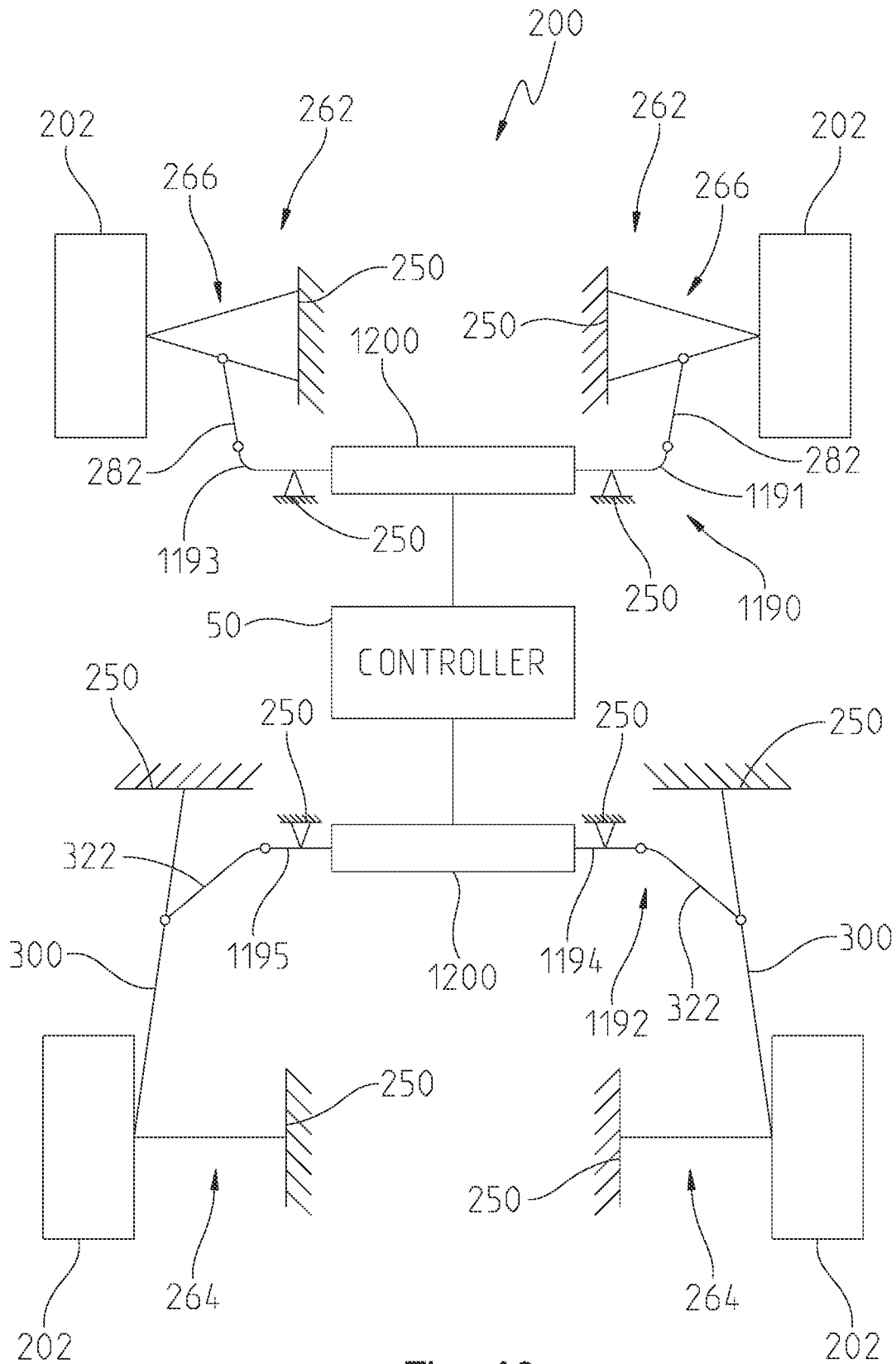


Fig. 46

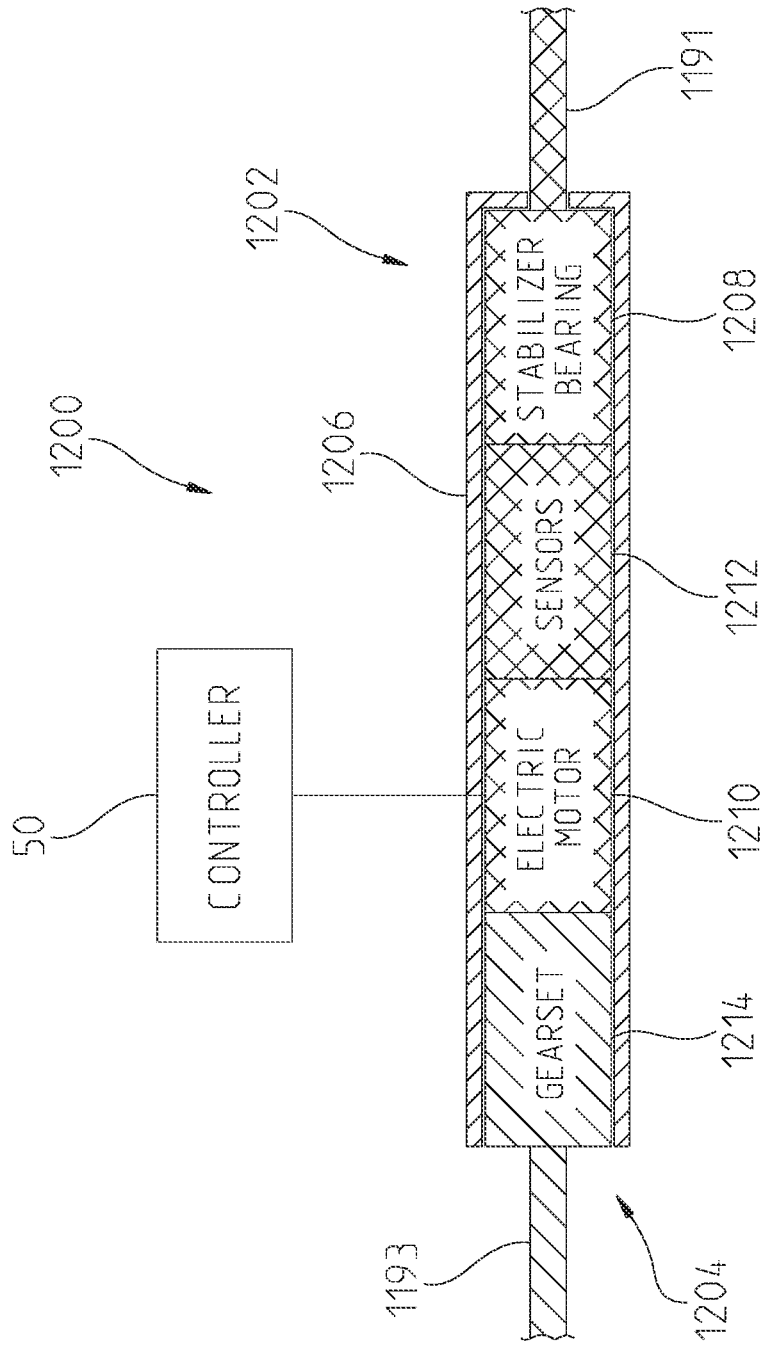


Fig. 47

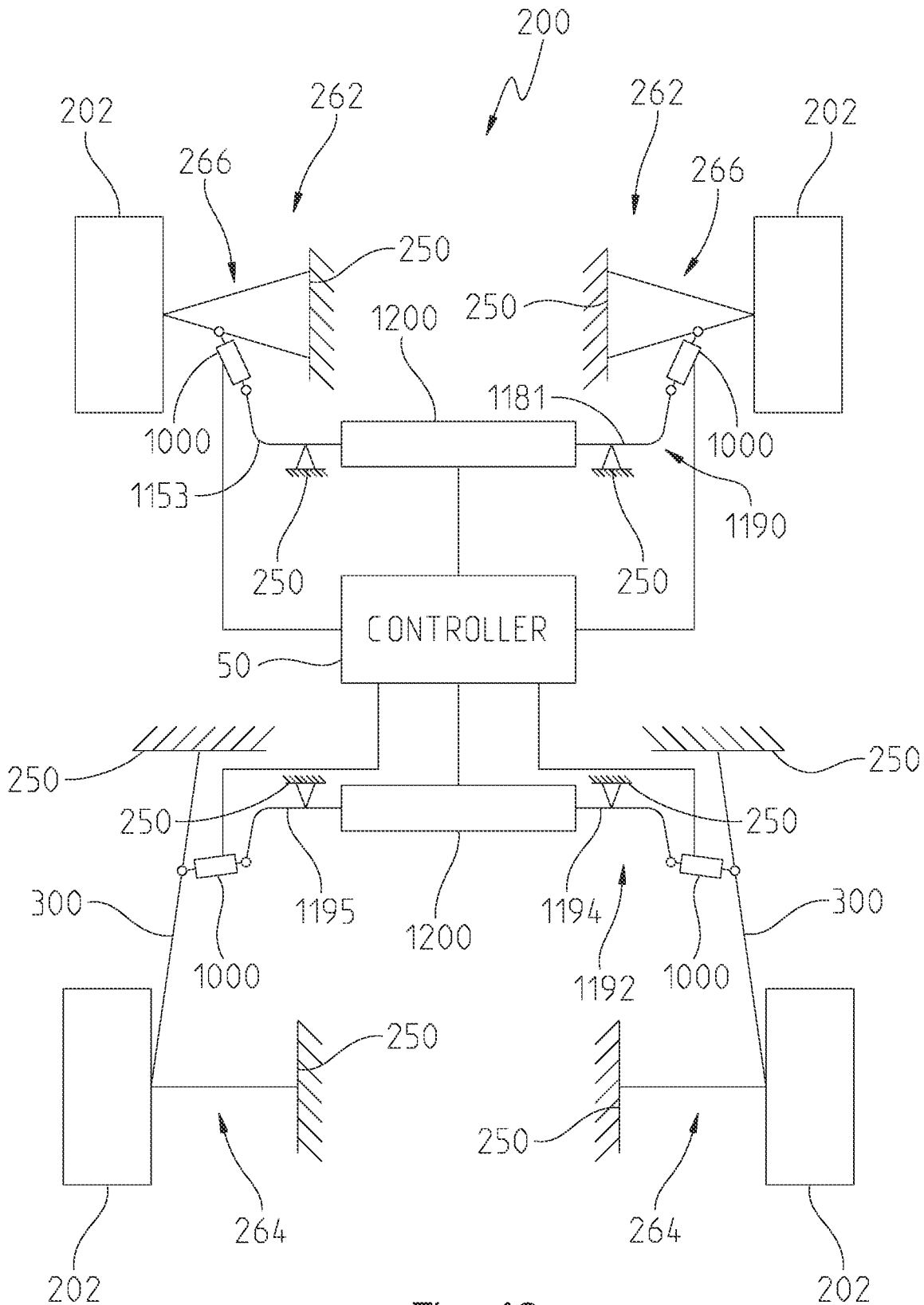


Fig. 48

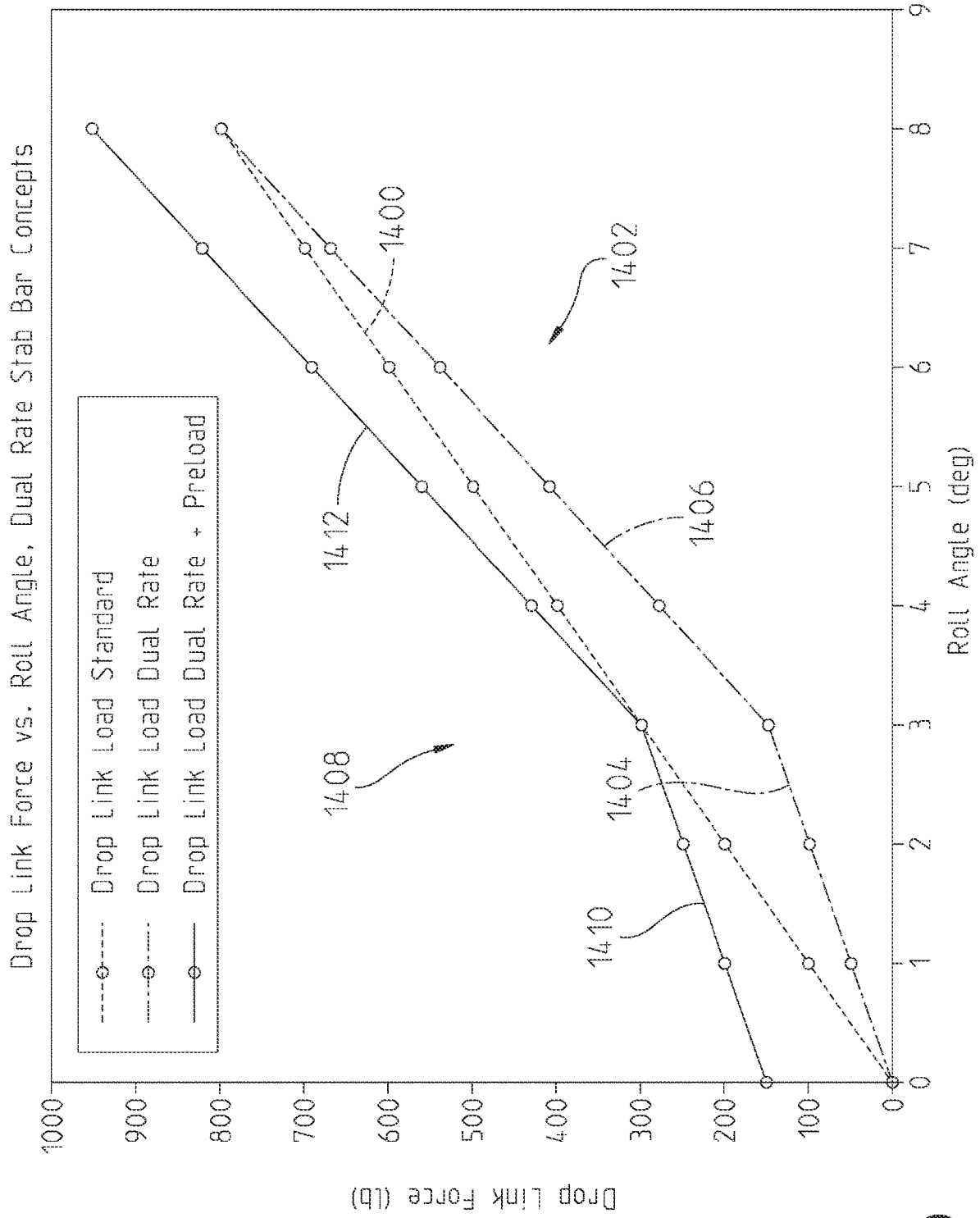


Fig. 50

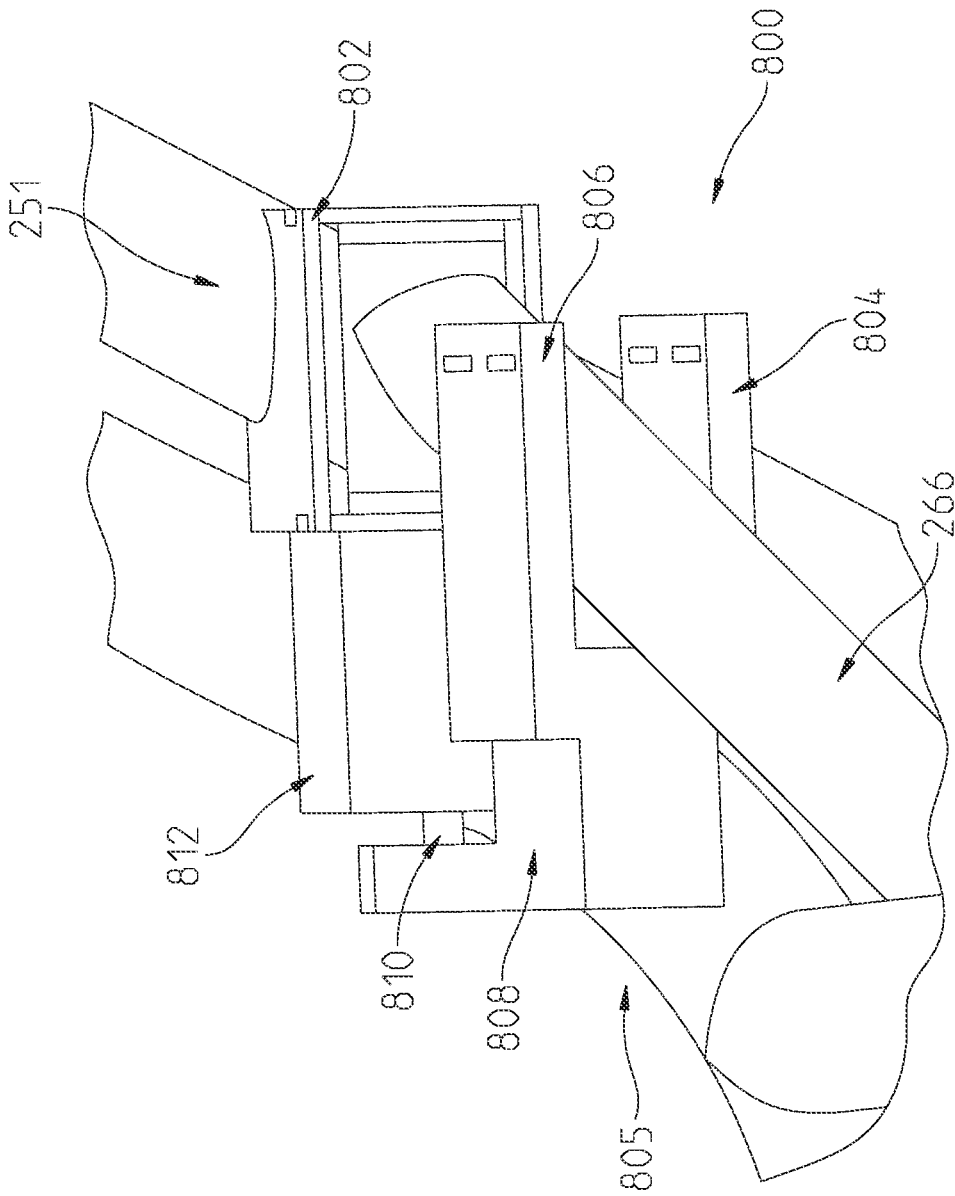


Fig. 51

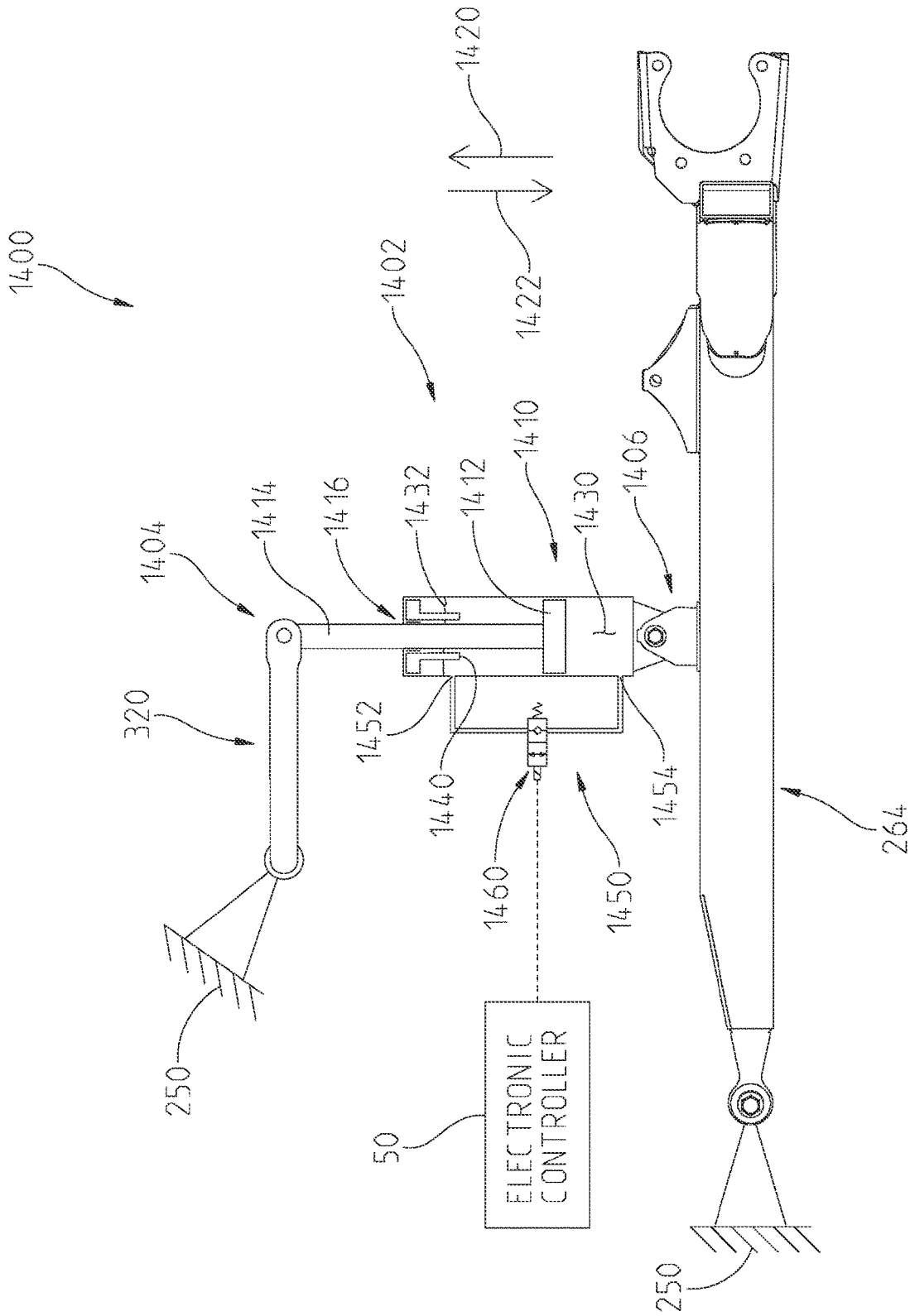


Fig. 53

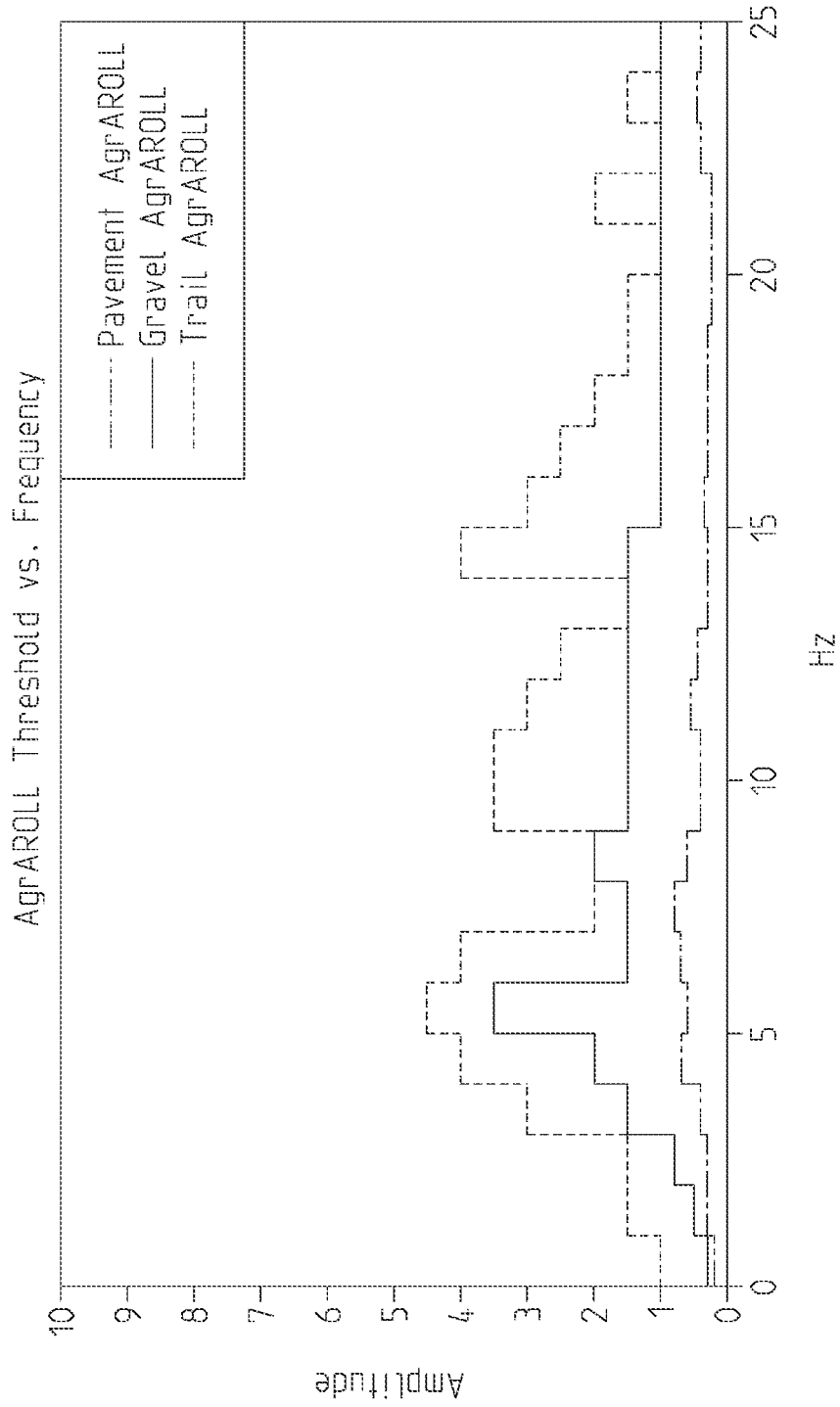


Fig. 54

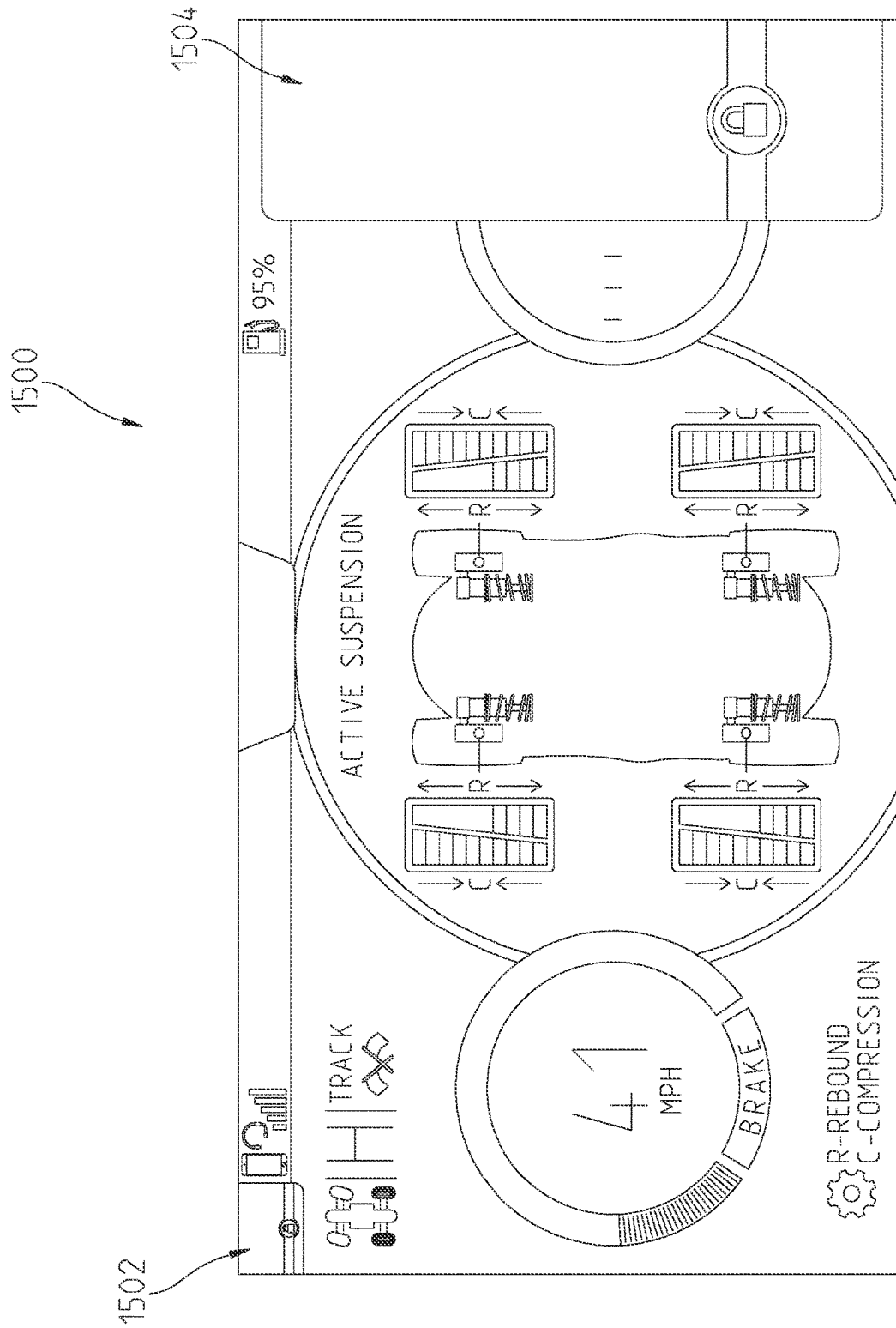


Fig. 55

**ADJUSTABLE SUSPENSIONS AND VEHICLE
OPERATION FOR OFF-ROAD
RECREATIONAL VEHICLES**

RELATED APPLICATIONS

This application is a continuation of U.S. patent application Ser. No. 17/379,675, filed Jul. 19, 2021, which claims the benefit of U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/183,554, filed May 3, 2021, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; and U.S. Provisional Application Ser. No. 63/216,341, filed Jun. 29, 2021, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein. This application is related to U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES, the entire disclosure of which is expressly incorporated by reference herein.

TECHNICAL FIELD OF THE DISCLOSURE

The present application relates to recreational vehicles and, more particularly, to suspension systems for recreational vehicles.

BACKGROUND OF THE DISCLOSURE

Currently some off-road vehicles include adjustable shock absorbers. These adjustments include spring preload, high and low speed compression damping and/or rebound damping. In order to make these adjustments, the vehicle is stopped and the operator makes an adjustment at each shock absorber location on the vehicle. A tool is often required for the adjustment.

Some off-road vehicles also include electronically controlled adjustable shocks along with sensors for active ride control systems.

SUMMARY OF THE DISCLOSURE

In exemplary embodiments of the disclosure, various vehicles having one or more adjustable suspensions are provided.

In an exemplary embodiment of the present disclosure, a vehicle is provided. The vehicle comprising: a plurality of ground engaging members including a first portion on a left side of a vertical longitudinal centerline plane of the vehicle and a second portion on a right side of the vertical longitudinal centerline plane of the vehicle; a frame supported by the plurality of ground engaging members; an operator area including an operator seat supported by the frame; a left side suspension moveably coupling a first ground engaging member of the first portion of the plurality of ground engaging members to the frame; a first electronically controlled shock absorber having a first end moveably coupled to the left side suspension and a second end moveably coupled to the frame; a right side suspension moveably coupling a first ground engaging member of the second portion of the plurality of ground engaging members to the frame; a second electronically controlled shock absorber having a first end moveably coupled to the right side

suspension and a second end moveably coupled to the frame; a sway bar moveably coupled to the frame, the sway bar having a first end moveably coupled to the left side suspension and a second end moveably coupled to the right side suspension; a third electronically controlled shock absorber positioned to operatively couple the sway bar to one of the left side suspension and the right side suspension; and an electronic controller operatively coupled to the first electronically controlled shock absorber, the second electronically controlled shock absorber, and the third electronically controlled shock absorber, the electronic controller setting a first characteristic of the first electronically controlled shock absorber, a second characteristic of the second electronically controlled shock absorber, and a third characteristic of the third electronically controlled shock absorber.

In an example thereof, the third adjustable shock absorber is coupled to the sway bar on a first end and the one of the left side suspension and the right side suspension on a second end.

In another example thereof, when the electronic controller determines the vehicle is in a first condition, the electronic controller adjusts the third characteristic of the third electronically controlled shock absorber to a first setting and adjusts the one of the first characteristic of the first electronically controlled shock absorber and the second characteristic of the second electronically controlled shock absorber that is coupled to the same one of the left side suspension and the right side suspension that the second end of the third adjustable shock absorber is coupled to a first setting. In a variation thereof, the electronic controller further adjusts the other one of the first characteristic of the first electronically controlled shock absorber and the second characteristic of the second electronically controlled shock absorber to a first setting. In another variation thereof, when the electronic controller determines the vehicle is not in the first condition, the electronic controller adjusts the third characteristic of the third electronically controlled shock absorber to a second setting and adjusts the one of the first characteristic of the first electronically controlled shock absorber and the second characteristic of the second electronically controlled shock absorber that is coupled to the same one of the left side suspension and the right side suspension that the second end of the third adjustable shock absorber is coupled to a second setting. In a further variation thereof, the first setting of the third electronically controlled shock absorber restricting a compression of the third electronically controlled shock absorber.

In still another example thereof, the third electronically controlled shock absorber is positioned rearward of the operator seat.

In still a further example thereof, the third electronically controlled shock absorber is positioned forward of the operator seat.

In another example thereof, the electronic controller controls only a compression damping characteristic of the third electronically controlled shock absorber.

In yet another example thereof, the third electronically controlled shock absorber includes an electronically controlled bypass valve which is adjustable by the electronic controller.

In a variation thereof, the third electronically controlled shock absorber further includes a shock body having an interior, a top end, and a bottom end; a piston positioned in the interior of the shock body and dividing the interior of the shock body into a first cavity and a second cavity; and a bypass conduit in fluid communication with the interior of

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the shock body on a first side of the piston at a first location and in fluid communication with the interior of the shock body on a second side of the piston at a second location, wherein a compressed gas is present on the second side of the piston and the second side of the piston is closer to the top end of the shock body than the first side of the piston. In a further variation thereof, the interior of the shock body includes a liquid fluid and both the first location and the second location are lower than an interface between the liquid and the compressed gas. In still a further variation thereof, the electronically controlled bypass valve has a first setting wherein the liquid is able to flow from the first location to the second location and from the second location to the first location and a second setting wherein the liquid is able to flow only from the second location to the first location.

In another variation thereof, the third electronically controlled shock absorber further includes a shock body having an interior; a piston positioned in the interior of the shock body and dividing the interior of the shock body into a first cavity and a second cavity; a spring positioned in the interior of the shock body and compressible between a first end of the shock body and the piston, wherein the electronically controlled bypass valve controls a flow of fluid between the first cavity and the second cavity. In a further variation thereof, the spring is positioned on the same side of the piston as the first cavity and the electronically controlled bypass valve controls the flow of fluid from the first cavity to the second cavity. In yet a further variation thereof, the third electronically controlled shock absorber further includes a bleed valve that controls the flow of fluid from the second cavity to the first cavity.

In yet another variation thereof, the third electronically controlled shock absorber further includes a shock body having an interior; a piston positioned in the interior of the shock body and dividing the interior of the shock body into a first cavity and a second cavity; a first spring positioned in the interior of the shock body and compressible between a first end of the shock body and a first side of the piston; and a second spring positioned in the interior of the shock body and compressible between a second end of the shock body and a second side of the piston, wherein the electronically controlled bypass valve controls a flow of fluid between the first cavity and the second cavity. In yet a further variation thereof, the first spring and the second spring position the piston within the interior of the shock body absent external loading and with the electronically controlled bypass valve set to allow the flow of fluid between the first cavity and the second cavity.

In yet a further example thereof, the electronic controller further monitors a brake pressure sensor to control at least one of the first electronically controlled shock absorber, the second electronically controlled shock absorber, and the third electronically controlled shock absorber.

In another exemplary embodiment of the present disclosure, a vehicle is provided. The vehicle comprising: a plurality of ground engaging members including a first portion on a left side of a vertical longitudinal centerline plane of the vehicle and a second portion on a right side of the vertical longitudinal centerline plane of the vehicle; a frame supported by the plurality of ground engaging members; an open-air operator area including an operator seat supported by the frame; a cab frame positioned to extend over the operator seat; a left side front suspension moveably coupling a first ground engaging member of the first portion of the plurality of ground engaging members to the frame; a first electronically controlled shock absorber having a first

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end moveably coupled to the left side front suspension and a second end moveably coupled to the frame; a right side front suspension moveably coupling a first ground engaging member of the second portion of the plurality of ground engaging members to the frame; a second electronically controlled shock absorber having a first end moveably coupled to the right side front suspension and a second end moveably coupled to the frame; a sway bar moveably coupled to the frame, the sway bar having a first portion moveably coupled to the left side front suspension and a second portion moveably coupled to the right side front suspension; a torque actuator operatively coupling the first portion of the sway bar and the second portion of the sway bar; and an electronic controller operatively coupled to the first electronically controlled shock absorber, the second electronically controlled shock absorber, and the torque actuator, the electronic controller setting a first characteristic of the first electronically controlled shock absorber, a second characteristic of the second electronically controlled shock absorber, and a third characteristic of the torque actuator.

In an example thereof, the electronic controller induces a torque with the torque controller to move the at least one of the left front suspension and the right front suspension to alter a roll angle of the vehicle towards zero.

In still yet another exemplary embodiment of the present disclosure, a recreational vehicle is provided. The recreational vehicle comprising: a plurality of ground engaging members; a frame supported by the plurality of ground engaging members; a powertrain assembly supported by the frame and operably coupled to the plurality of ground engaging members; at least one inertial measurement unit (IMU) supported by the frame, the IMU configured to sense a lateral acceleration of the recreational vehicle; and a controller operably coupled to the IMU, the controller configured to: compute a centripetal acceleration of the recreational vehicle; and determine a roll angle of the recreational vehicle using the centripetal acceleration.

In an example thereof, the recreational vehicle further comprising a steering angle sensor, wherein the controller is configured to compute the centripetal acceleration of the recreational vehicle based upon one or more measurements from the steering angle sensor.

In a further example thereof, the recreational vehicle further comprising a vehicle speed sensor, wherein the controller is configured to compute the centripetal acceleration of the recreational vehicle based upon one or more measurements from the vehicle speed sensor.

In yet another example thereof, the recreational vehicle further comprising a ground engaging member speed sensor, wherein the controller is configured to compute the centripetal acceleration of the recreational vehicle based upon one or more measurements from the ground engaging member speed sensor.

In yet a further example thereof, the recreational vehicle further comprising a global positioning system (GPS) receiver, wherein the controller is configured to compute the centripetal acceleration of the recreational vehicle based upon one or more measurements from the GPS receiver.

In still a further example thereof, to determine the roll angle of the recreational vehicle using the centripetal acceleration, the controller is configured to remove the centripetal acceleration from the lateral acceleration. In a variation thereof, to determine the roll angle of the recreational vehicle using the centripetal acceleration, the controller is configured to: remove the centripetal acceleration from the lateral acceleration to determine an inertial magnitude due to the roll angle.

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In yet another exemplary embodiment of the present disclosure, a recreational vehicle is provided. The recreational vehicle comprising: a plurality of ground engaging members; a frame supported by the plurality of ground engaging members; a powertrain assembly supported by the frame and operably coupled to the plurality of ground engaging members; at least one inertial measurement unit (IMU) supported by the frame, the IMU configured to sense a longitudinal acceleration of the all-terrain vehicle; and a controller operably coupled to the IMU, the controller configured to: compute an acceleration of the recreational vehicle due to the vehicle accelerating forward or backward; and determine a pitch angle of the recreational vehicle using the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward.

In an example thereof, the recreational vehicle further comprising a vehicle speed sensor, wherein the controller is configured to compute the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward based upon one or more measurements from the vehicle speed sensor.

In another example thereof, the recreational vehicle further comprising a ground engaging member speed sensor wherein the controller is configured to compute the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward based upon one or more measurements from the ground engaging member speed sensor.

In yet another example thereof, the recreational vehicle further comprising a global positioning system (GPS) receiver, wherein the controller is configured to compute the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward based upon one or more measurements from the GPS receiver.

In still another example thereof, to determine the pitch angle of the recreational vehicle using the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward, the controller is configured to remove the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward from the longitudinal acceleration. In a variation thereof, to determine the pitch angle of the recreational vehicle using the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward, the controller is configured to: remove the acceleration of the recreational vehicle due to the vehicle accelerating forward or backward from the longitudinal acceleration to determine an inertial magnitude due to the pitch angle.

In yet still a further exemplary embodiment of the present disclosure, a shock absorber is provided. The shock absorber comprising: a shock body having an interior, a top end, and a bottom end; a piston positioned in the interior of the shock body and dividing the interior of the shock body into a first cavity and a second cavity; a bypass conduit in fluid communication with the interior of the shock body on a first side of the piston at a first location and in fluid communication with the interior of the shock body on a second side of the piston at a second location, the first location being positioned between the piston and the bottom end of shock body and the second location being positioned between the piston and the top end of the shock body; a liquid fluid positioned on both the first side of the piston and the second side of the piston; and a compressed gas positioned on the second side of the piston, wherein the second location of the bypass conduit is positioned between the second side of the piston and an interface between the compressed gas and the liquid.

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In an example thereof, the shock absorber further comprising an electronically controlled bypass valve has a first setting wherein the liquid is able to flow from the first location to the second location and from the second location to the first location and a second setting wherein the liquid is able to flow only from the second location to the first location.

In another example thereof, the shock absorber further comprising a rod coupled to the piston and extending out of the top end of the shock body.

In still yet a further exemplary embodiment of the present disclosure, vehicle is provided. The vehicle comprising: a plurality of ground engaging members; a frame supported by the plurality of ground engaging members; an operator area including an operator seat supported by the frame; a first suspension moveably coupling a first ground engaging member to the frame; a first electronically controlled shock absorber having a first end moveably coupled to first suspension and a second end moveably coupled to the frame; a first sensor supported by the vehicle to monitor a first characteristic; and an electronic controller operatively coupled to the first electronically controlled shock absorber to control a damping characteristic of the first electronically controlled shock absorber, the electronic controller being operatively coupled to the first sensor and controlling the damping characteristic of the first electronically controlled shock absorber based at least on a frequency characteristic based on the monitored first characteristic.

In an example thereof, the first characteristic is an acceleration. In a variation thereof, the first characteristic is an angular acceleration.

The above mentioned and other features of the disclosure, and the manner of attaining them, will become more apparent and will be better understood by reference to the following description of embodiments taken in conjunction with the accompanying drawings. These above mentioned and other features may be used in any combination or permutation.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 illustrates a representative view of an exemplary recreational vehicle;

FIG. 2 illustrates a representative view of an exemplary controller of the exemplary recreational vehicle of FIG. 1;

FIG. 3 illustrates a representative view of exemplary sensors of the exemplary recreational vehicle of FIG. 1;

FIG. 4 illustrates a front, left perspective view of an exemplary side-by-side recreational vehicle of the exemplary recreational vehicle of FIG. 1;

FIG. 5 illustrates the pitch, roll, and yaw axes of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 6 illustrates a rear, right perspective view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 7 illustrates a left or driver side view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 8 illustrates a right or passenger side view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 9 illustrates a top view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 10 illustrates a front view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 10A illustrates a front view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 11 illustrates a rear view of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 12 illustrates a front, left perspective view of the frame of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 13 illustrates a right, rear perspective view of the frame of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 14 illustrates a front, left perspective view of a driver side and passenger side front suspensions of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 15 illustrates a rear perspective view of the driver side and passenger side front suspensions of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 16 illustrates an exploded view of portions of a driver side and a passenger side rear suspensions of the exemplary side-by-side recreational vehicle of FIG. 4 including a rear sway bar;

FIG. 17 illustrates an exploded view of the rear sway bar of FIG. 16 of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 18 illustrates a representative view of the power train of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 19 illustrates an exemplary suspension control system of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 20 illustrates an exemplary shock damping logic of the exemplary control system of FIG. 19;

FIG. 21 illustrates another exemplary shock damping logic of the exemplary control system of FIG. 19;

FIG. 22 illustrates an exemplary shock damping logic of the exemplary control system of FIG. 19;

FIG. 23 illustrates an exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 24 illustrates exemplary portion of an operator interface of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 25 illustrates another exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 26 illustrates yet another exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 27 illustrates still another exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 28 illustrates an exemplary display screen of the operator interface of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 29 illustrates an exemplary display screen of the operator interface of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 30 illustrates exemplary display features of the operator interface to communicate damping settings of the adjustable shock absorbers of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 31 illustrates an exemplary display screen of the operator interface of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 32 illustrates an overhead representation of the exemplary side-by-side recreational vehicle of FIG. 4 turning to the left;

FIG. 33 illustrates a further exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 34 illustrates a further yet exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 35 illustrates a driver requested throttle input, engine output torque, and vertical acceleration of the exemplary side-by-side recreational vehicle of FIG. 4 over time for the processing sequence of FIG. 36;

FIG. 36 illustrates a still further yet exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19;

FIG. 37 illustrates a representative view of portions of the suspension of the exemplary side-by-side recreational vehicle of FIG. 4 including adjustable shock absorbers coupling the sway bars to the respective front and rear suspensions;

FIG. 38 illustrates an exemplary adjustable shock absorber;

FIG. 39 illustrates representative curves comparing various electronic configurations of the adjustable shock absorber of FIG. 38;

FIG. 40 illustrates representative curves comparing various configurations of the adjustable shock absorber of FIG. 38;

FIG. 41 illustrated the exemplary side-by-side recreational vehicle of FIG. 4 including the suspension system of FIG. 37 with the adjustable shock absorbers of FIG. 38 of a front sway bar in a first setting;

FIG. 42 illustrated the exemplary side-by-side recreational vehicle of FIG. 4 including the suspension system of FIG. 37 with the adjustable shock absorbers of FIG. 38 of a front sway bar in a second setting;

FIG. 43 illustrates another exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19 including the control of the adjustable shock absorbers of FIG. 37;

FIG. 44 illustrates yet another exemplary processing sequence of the shock damping logic of the exemplary control system of FIG. 19 including the control of the adjustable shock absorbers of FIG. 37;

FIG. 45 illustrates another exemplary adjustable shock absorber;

FIG. 46 illustrates a representative view of portions of the suspension of the exemplary side-by-side recreational vehicle of FIG. 4 including sway bars having torque actuators for the respective front and rear suspensions;

FIG. 47 illustrates a representative view of an exemplary torque actuator;

FIG. 48 illustrates a representative view of portions of the suspension of the exemplary side-by-side recreational vehicle of FIG. 4 including sway bars having torque actuators and adjustable shock absorbers coupling the sway bars to the respective front and rear suspensions;

FIG. 49 illustrates an exemplary passive adjustable suspension system of the exemplary side-by-side recreational vehicle of FIG. 4;

FIG. 50 illustrates representative curves comparing various configurations of the adjustable suspension system of FIG. 49;

FIG. 51 illustrates an exemplary suspension position sensor;

FIG. 52 illustrates an exemplary adjustable suspension system of the exemplary side-by-side recreational vehicle of FIG. 4 having a valve in a first state;

FIG. 53 illustrates the adjustable suspension system of FIG. 52 with the valve in a second state;

FIG. 54 illustrates exemplary limit curves for the adjustable suspension system; and

FIG. 55 illustrates an exemplary display screen of the operator interface of the exemplary side-by-side recreational vehicle of FIG. 4.

Corresponding reference characters indicate corresponding parts throughout the several views.

DETAILED DESCRIPTION OF THE DRAWINGS

The embodiments disclosed below are not intended to be exhaustive or to limit the invention to the precise forms disclosed in the following detailed description. Rather, the embodiments are chosen and described so that others skilled in the art may utilize their teachings. While the present disclosure is primarily directed to a side-by-side vehicle, it should be understood that the features disclosed herein may have application to other types of vehicles such as all-terrain vehicles, snowmobiles, and golf carts.

Referring now to FIG. 1, the present disclosure relates to a vehicle 10 having suspension systems 11 coupling a plurality of ground engaging members 14 and a vehicle frame 16. Exemplary ground engaging members 14 include wheels, skis, guide tracks, treads or other suitable devices for supporting the vehicle relative to the ground.

Suspension systems 12 typically include springs 18 and shock absorbers 20 coupled between the ground engaging members 14 and the frame 16. Springs 18 may include, for example, coil springs, leaf springs, air springs or other gas springs. The air or gas springs 18 may be adjustable. See, for example, U.S. Pat. No. 7,950,486, assigned to the current assignee, the entire disclosure of which is incorporated herein by reference. Shocks 20 may be electronically controlled to adjust one or both of a compression damping characteristic of the shock and a rebound damping characteristic of the shock. Exemplary adjustable shocks include the FOX 3.0 Live Valve X2 Internal Bypass shock having electronic independent compression damping control and rebound damping control available from FOX located at 6634 Highway 53 in Braselton, Georgia 30517. In embodiments, shocks 20 include a first controllable valve to adjust compression damping and a second controllable valve to adjust rebound damping. In embodiments, shocks 20 include a combination valve which controls both compression damping and rebound damping. Additional exemplary adjustable shocks are described in U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES, the entire disclosure of which is expressly incorporated by reference herein.

In embodiments, each ground engaging member 14 is coupled to vehicle frame 16 through a separate suspension system 12 having one or more springs 18 and adjustable shocks 20. In embodiments, a single suspension system 12 may couple at least two ground engaging members 14 to the vehicle frame 16.

Further, suspension systems 12 may further include one or more torsion couplers 22 which couple individual suspension systems 12 together such that a movement of a first suspension system 12 influences the movement of a second suspension system 12. An exemplary torsion coupler 22 is a sway bar. As described herein, exemplary torsion couplers 22 may include one or more adjustable components or systems, such as torque actuator 1200 (see FIGS. 46 and 47) to adjust the characteristics of the torsion coupler 22 and therefore the interdependence between the coupled suspension systems 12. As disclosed herein, exemplary torque actuators 1200 may also actively torque the coupled suspension systems 12.

Each of ground engaging members 14 are coupled to vehicle frame 16 through one or more suspensions arms 30

of the respective suspension system 12, such as A-arms, trailing arms, control arms, and other suitable arms. The respective arms 30 permit vertical movement of the ground engaging member 14 relative to the vehicle frame 16. Springs 18 and shocks 20 are typically coupled to one of the respective arms 30 and vehicle frame 16 and the damping characteristics of springs 18 and shocks 20 control the vertical movement of ground engaging member 11 relative to vehicle frame 16. These damping characteristics, as described herein, may be adjusted to improve the handling, comfort, ride height, performance, and other characteristics of vehicle 10. In the case of a snowmobile, a first portion of the springs 18 and shocks 20 may be located between suspension arms coupled to front skis and the snowmobile frame and a second portion of the springs 18 and shocks 20 are located within an interior of an endless track ground engaging member, as described in U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES, the entire disclosure of which is expressly incorporated by reference herein.

Vehicle 10 further includes an electronic controller 50 operatively coupled to adjustable shocks 20 of suspension systems 12 and other adjustable components, such as torsion couplers 22. Electronic controller 50 includes at least one processor 52 and at least one non-transitory computer readable medium, memory 54. In embodiments, electronic controller 50 is a single unit that controls the operation of various systems 60 of vehicle 10. In embodiments, electronic controller 50 is a distributed system comprised of multiple controllers each of which control one or more systems of vehicle 10 and may communicate with each other over one or more wired and/or wireless networks. In embodiments, the multiple controllers communicate over a CAN network.

Further, electronic controller 50 is operatively coupled to a plurality of sensors 80 which monitor various parameters of vehicle 10 or the environment surrounding vehicle 10. In embodiments, one or more of the sensors 80 may be incorporated as part of electronic controller 50, have a direct connection to electronic controller 50, and/or provide information regarding sensed characteristics over one or more wired and/or wireless networks. In embodiments, the multiple sensors and controllers communicate over a CAN network.

Controller 50 performs certain operations (e.g., provides commands) to control one or more subsystems of other vehicle components. In embodiments, controller 50 forms a portion of a processing subsystem including one or more computing devices having memory, processing, and communication hardware. Controller 50 may be a single device or a distributed device, and the functions of the controller 50 may be performed by hardware and/or as the execution of computer instructions stored on a non-transitory computer readable storage medium, such as memory 54, by one or more processors.

Referring to FIG. 2, controller 50 is represented as including several controllers. These controllers may each be single devices or distributed devices or one or more of these controllers may together be part of a single device or distributed device. The functions of these controllers may be performed by hardware and/or as the execution of computer instructions stored on a non-transitory computer readable storage medium, such as memory 54, by one or more processors.

In embodiments, controller **50** includes at least two separate controllers which communicate over a network **40**. In one embodiment, network **40** is a CAN network. Details regarding an exemplary CAN network are disclosed in U.S. patent application Ser. No. 11/218,163, filed Sep. 1, 2005, the disclosure of which is expressly incorporated by reference herein. In embodiments, any suitable type of network or data bus may be used in place of the CAN network including wired, wireless, or combinations thereof. In embodiments, two wire serial communication is used for some connections.

Referring to FIG. 2, controller **50** includes an operator interface controller **82** which controls communication with an operator through operator interface **62**. Operator interface **62** includes one or more input devices **42** which receive inputs from an operator of vehicle **10** and one or more output devices **44** which provide information to the operator of vehicle **10**. Exemplary input devices **42** for operator interface **62** include levers, buttons, switches, soft keys, and other suitable input devices. Exemplary output devices **44** include lights, displays, audio devices, tactile devices, and other suitable output devices. In embodiments, at least a portion of the user input devices **42** are positioned so that an operator may actuate the input without removing their hands from a vehicle steering input device. In embodiments, at least a portion of the user input devices **42** are positioned on a steering wheel, handle bar, or other operator steering input device of vehicle **10** to facilitate actuation of the input devices **42**. In embodiments, at least a portion of the user input devices **42** are actuatable by a foot of the operator or by other operator movement. Exemplary user input devices may be multi-purpose input devices.

A steering controller **84** controls portions of a steering system **64**. In embodiments, steering system **84** is a power steering system and includes one or more steering sensors. Exemplary sensors and electronic power steering units are provided in U.S. patent application Ser. No. 12/135,107, filed Jun. 6, 2008, titled VEHICLE, and U.S. Patent Application Ser. No. 63/071,855, filed Aug. 28, 2020, titled VEHICLE STEERING SYSTEMS AND METHODS, the disclosures of which is expressly incorporated by reference herein.

A prime mover controller **86** controls the operation of a prime mover **66**. Exemplary prime movers provide motive power to a driveline of vehicle **10** and include two-cycle combustion engines, four-cycle combustion engines, electric motors, hybrid systems, and the associated energy providing systems, such as fuel and air control systems for internal combustion engines and battery systems for electric motors.

A transmission controller **88** controls the operation of a transmission system **68**. Exemplary transmission systems **68** include shiftable transmissions, automatic dual clutch transmissions, continuously variable transmissions, and combinations thereof.

A suspension controller **90** controls adjustable portions of suspension systems **12**. Exemplary adjustable components include adjustable shocks **20**, adjustable springs **18**, and/or configurable torsion couplers **22**, such as stabilizer bars including sway bars. Additional details regarding adjustable shocks, adjustable springs, and configurable torsion couplers are provided in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; U.S. patent application Ser. No. 16/529,001, filed Aug. 1, 2019, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled ADJUSTABLE VEHICLE SUSPENSION SYS-

TEM; U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES; and U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein.

Communication controller **92** controls communications between a communication system **72** of vehicle **10** and remote devices, such as other vehicles, personal computing devices, such as cellphones or tablets, a centralized computer system maintaining one or more databases, and other types of devices remote from vehicle **10** or carried by riders of vehicle **10** or otherwise supported by vehicle **10**. In embodiments, communication controller **92** of vehicle **10** communicates with paired devices over a wireless network. An exemplary wireless network is a radio frequency network utilizing a BLUETOOTH protocol. In this example, communication system **72** includes a radio frequency antenna. Communication controller **92** controls the pairing of devices to vehicle **10** and the communications between vehicle **10** and the remote device. In embodiments, communication controller **92** of vehicle **10** communicates with remote devices over a cellular network. In this example, communication system **72** includes a cellular antenna and communication controller **92** receives and sends cellular messages from and to the cellular network. In embodiments, communication controller **92** of vehicle **10** communicates with remote devices over a satellite network. In this example, communication system **72** includes a satellite antenna and communication controller **88** receives and sends messages from and to the satellite network. In one embodiment, vehicle **92** is able to communicate with other vehicles **10** over a Radio Frequency mesh network and communication controller **92** and communication system **72** are configured to enable communication over the mesh network. Exemplary vehicle communication systems and associated processing sequences are disclosed in U.S. patent application Ser. No. 16/234,162, filed Dec. 27, 2018, titled RECREATIONAL VEHICLE INTERACTIVE TELEMETRY, MAPPING AND TRIP PLANNING SYSTEM; U.S. patent application Ser. No. 15/262,113, filed Sep. 12, 2016, titled VEHICLE TO VEHICLE COMMUNICATIONS DEVICE AND METHODS FOR RECREATIONAL VEHICLES; U.S. Pat. No. 10,764,729, titled COMMUNICATION SYSTEM USING VEHICLE TO VEHICLE RADIO AS AN ALTERNATE COMMUNICATION MEANS, filed Dec. 12, 2018; US Published Patent Application No. US20190200189, titled COMMUNICATION SYSTEM USING CELLULAR SYSTEM AS AN ALTERNATE TO A VEHICLE TO VEHICLE RADIO, filed Dec. 12, 2018; US Published Patent Application No. US20190200173, titled METHOD AND SYSTEM FOR FORMING A DISTANCED-BASED GROUP IN A VEHICLE TO VEHICLE COMMUNICATION SYSTEM, filed Dec. 12, 2018; US Published Patent Application No. US20190200188, titled VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM, filed Dec. 12, 2018; U.S. patent application Ser. No. 16/811,865, filed Mar. 6, 2020, titled RECREATIONAL VEHICLE GROUP MANAGEMENT SYSTEM; U.S. Patent Application Ser. No. 63/016,684, filed Apr. 28, 2020, titled SYSTEM AND METHOD FOR DYNAMIC ROUTING; U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018,

titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; and U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled VEHICLE HAVING ADJUSTABLE SUSPENSION, the entire disclosures of which are expressly incorporated by reference herein.

A vehicle controller **94** controls accessories **74**, such as lights, loads, chassis level functions, and other vehicle accessories.

A ride height controller **96** controls the preload and operational height of the vehicle. In embodiments, ride height controller **96** controls springs **16** and/or shocks **20** of suspension systems **12** to adjust a ride height of vehicle **10**, either directly or through suspension controller **90**. In embodiments, ride height controller **96** provides more ground clearance in a comfort ride mode compared to a sport ride mode. Additional details regarding exemplary ride height controllers are provided in US Published Application No. US2020/0156430, the entire disclosure of which is expressly incorporated by reference herein.

An agility controller **98** controls a braking system **78** of vehicle **10** and the stability of vehicle **10**. Control methods of agility controller **98** may include integration into braking circuits (ABS) such that a stability control system can improve dynamic response (vehicle handling and stability) by modifying the shock damping of shocks **20** in conjunction with electronic braking control. Additional details regarding exemplary ride height controllers are provided in US Published Application No. US2019/0337497, titled OPERATING MODES USING A BRAKING SYSTEM FOR AN ALL TERRAIN VEHICLE, the entire disclosure of which is expressly incorporated by reference herein.

In embodiments, controller **20** either includes a location determiner **70** and/or communicates via communication system **72** to a location determiner **70**. The location determiner **70** determines a current geographical location of vehicle **10**. An exemplary location determiner **70** is a GPS unit which determines the position of vehicle **10** based on interaction with a global satellite system.

Referring to FIG. 3, electronic controller **50** is illustrated along with various sensors of the plurality of sensors **80**. Exemplary sensors include a ground engaging member accelerometer **102** associated with each ground engaging member **14**. Electronic controller **50** communicates with or otherwise receives information from each of ground engaging member accelerometers **102**. For instance, the ground engaging member accelerometers **82** provide information indicating movement of the ground engaging members **14**, adjustable shocks **18**, and/or suspension arms **30** as the vehicle traverses different terrain. Other ground engaging member sensors may also be included, such as one or more sensors monitoring an angle of a suspension arm, an extension of a shock, or other suitable characteristics that provide an indication of a position of the ground engaging member. Exemplary sensors are disclosed in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL, the entire disclosure of which is expressly incorporated by reference herein.

Electronic controller **50** communicates with or otherwise receives vehicle speed information for vehicle **10** from a vehicle speed sensor **104**.

Electronic controller **50** communicates with or otherwise receives steering information for vehicle **10** from a steering sensor **106**. Exemplary steering sensors **106** include a sensor which monitors a position of an operator steering input, such as a steering wheel or handlebars, a sensor which monitors

an acceleration of the operator steering wheel or handlebars, and a sensor associated with a power steering unit which provides an indication of a position of the operator steering input.

Electronic controller **50** communicates with or otherwise receives information regarding vehicle **10** from an inertial measurement unit (IMU) **108**. IMU **108** includes a 3 axis accelerometer **110** to provide information indicating acceleration forces of the vehicle **10** during operation and a 3 axis gyroscope **112** to provide indications of inertial measurements, such as roll rates, pitch rates, and/or yaw rates, of the vehicle during operation. In embodiments, IMU **108** is located at or close to a center position (e.g., a center of gravity position) of vehicle **10**. In other instances, IMU **108** is located at a position that is not near the center of gravity of the vehicle **10**. In an exemplary embodiment, IMU **108** is located along a longitudinal centerline plane of vehicle **50**.

Electronic controller **50** communicates with or otherwise receives information regarding vehicle **10** from a brake sensor **114**.

Electronic controller **50** communicates with or otherwise receives information regarding vehicle **10** from a throttle position sensor **116**.

Electronic controller **50** communicates with or otherwise receives information regarding vehicle **10** from a gear selection sensor **118**.

Referring to FIGS. 4-18, an exemplary vehicle **200** including the control systems and suspension systems disclosed herein is illustrated. Vehicle **200** is an exemplary side-by-side off-road recreational vehicle. Vehicle **200**, as illustrated, includes a plurality of ground engaging members **202**. Illustratively, ground engaging members **202** are wheels **204** and associated tires **206**. Ground engaging members **202** are operatively coupled to power system **210** (see FIG. 18) to power the movement of vehicle **200**.

Referring to FIG. 18, power system **210** includes a prime mover **212**. In embodiments, prime mover **212** is an internal combustion engine and receives fuel from a power supply system **214**, such as a fuel pump positioned in a fuel tank **216** (see FIG. 8). Other exemplary prime movers include electric motors.

A transmission **220** is operatively coupled to prime mover **212**. Transmission **220** converts a rotational speed of an output shaft **222** of prime mover **212** to one of a faster rotational speed or a slower rotational speed of an output shaft **224** of transmission **220**. It is contemplated that transmission **220** may additionally rotate output shaft **224** at the same speed as output shaft **222**.

In the illustrated embodiment, transmission **220** includes a shiftable transmission **230** and a continuously variable transmission (“CVT”) **232**. In one example, an input member of CVT **232** is coupled to prime mover **212**. An input member of shiftable transmission **230** is in turn coupled to an output member of CVT **232**. In embodiments, shiftable transmission **230** includes a forward high setting, a forward low setting, a neutral setting, a park setting, and a reverse setting. Gear selection sensor **118** monitors a gear setting of shiftable transmission **230**. The power communicated from prime mover **212** to CVT **232** is provided to a drive member of CVT **232**. The drive member in turn provides power to a driven member through a connecting member, such as a belt. Exemplary CVTs are disclosed in U.S. Pat. Nos. 3,861,229; 6,176,796; 6,120,399; 6,860,826; and 6,938,508, the disclosures of which are expressly incorporated by reference herein. The driven member provides power to an input shaft of shiftable transmission **230**. Although transmission **220** is illustrated as including both shiftable transmission **232** and

CVT 230, transmission 220 may include only one of shift-able transmission 232 and CVT 230. Further, transmission 220 may include one or more additional components.

Transmission 220 is further coupled to at least one differential 240 which is in turn coupled to at least one ground engaging members 202. Differential 240 may communicate the power from transmission 220 to one of ground engaging members 202 or multiple ground engaging members 202. In an ATV embodiment, one or both of a front differential and a rear differential are provided. The front differential powering at least one of two front wheels of the ATV and the rear differential powering at least one of two rear wheels of the ATV. In a side-by-side vehicle embodiment having seating for at least an operator and a passenger in a side-by-side configuration, one or both of a front differential and a rear differential are provided. The front differential powering at least one of two front wheels of the side-by-side vehicle and the rear differential powering at least one of multiple rear wheels of the side-by-side vehicle. In one example, the side-by-side vehicle has three axles and a differential is provided for each axle.

Returning to FIG. 4, ground engaging members 202 support a vehicle frame 250 which in turn supports a seating area 252 comprised of a driver's seat 254 and a passenger seat 256. In the illustrated embodiment, seating area 252 is an open air seating area. Referring to FIGS. 12 and 13, vehicle frame 250 includes a front frame section 251, a mid-frame portion 253, and a rear frame portion 255. Seating area 252 is supported by mid frame portion 253. A cab frame 258 extends over seating area 252 to protect the passengers from such objects as tree branches, etc. A passenger grab bar 260 is provided for the passenger in seat 256.

Vehicle 200 further includes a front suspension 262 for each of the front ground engaging members 202 and a rear suspension 264 for each of the rear ground engaging members 202. Front suspensions 262 are coupled to front portion 251 of vehicle frame 250. Rear suspensions 264 are coupled to rear portion 255 of vehicle frame 250 and a rear side of mid frame portion 253.

Referring to FIGS. 14 and 15, front suspensions 262 include lower A-arms 266 rotatably coupled to front portion 251 of vehicle frame 250 at a first end and upper A-arms 268 rotatably coupled to front portion 251 of vehicle frame 250 at a first end. The second ends of lower A-arms 266 and upper A-arms are rotatably coupled to respective wheel carriers 270. Tie rods 274 of steering system 64 are also coupled to wheel carriers 270 to control an angle of wheel carriers 270 and steer vehicle 200. A desired steering angle is input by the driver through actuation of an operator steering input, illustratively steering wheel 276 (see FIG. 4). A front differential 240 of power system 210 is also supported by front portion 251 of vehicle frame 250 and is operatively coupled to wheel carriers 270 through half shafts 272 which rotate a portion of wheel carriers 270 to propel vehicle 200 relative to the ground. A sway bar 280 is rotatably coupled to front portion 251 of vehicle frame 250 through links 282 (see FIG. 15) which are coupled to lower A-arms 266 and to sway bar 280 to couple the front suspensions 262, such that a vertical movement of one of front suspensions 262 will initially cause a twisting of sway bar 280 and further movement thereafter will cause a movement of the other of the front suspensions 262 due to the interconnection through sway bar 280.

Front suspensions 262 further include adjustable shocks, illustratively left front electronically adjustable shock 290 on the operator side of centerline vertical plane 284 (see FIG. 9) of vehicle 200 and right front electronically adjust-

able shock 292 on the passenger side of centerline vertical plane 284. Left front electronically adjustable shock 290 and right front electronically adjustable shock 292 are rotatably coupled at a lower end to lower A-arms 266 of the respective front suspensions 262 and rotatably coupled at an upper end to front portion 251 of vehicle frame 250. Each of left front electronically adjustable shock 290 and right front electronically adjustable shock 292 are operatively coupled to electronic controller 50 which controls the compression damping characteristic and rebound damping characteristic of each of left front electronically adjustable shock 290 and right front electronically adjustable shock 292.

Referring again to FIGS. 5 and 7-10, front wheels 202 and front suspensions 262 are positioned forwardly of seating area 252 and rear wheels 202 are positioned rearwardly of seating area 252. Each of links 282, lower control arms 266, upper control arms 268, left front electronically adjustable shock 290, and right front electronically adjustable shock 292 of front suspensions 262 are positioned forwardly of the seating area 252. Further, referring to FIG. 10, each upper control arm 268 overlaps in front of each link 282, respectively, when viewed from a front of the vehicle.

Referring to FIGS. 14-15, upper arms 268 include a forward portion 268a and a rearward portion 268b. Further, each of links 282 extends downwardly between the forward portion 268a and the rearward portion 268b and couple to each of lower control arms 266 such that at least a portion of links 282 are positioned intermediate lower arms 266 and upper arms 268. Additionally, each of links 282 are positioned longitudinally forwardly of tie rods 274 and each of links 282 are positioned longitudinally rearwardly of half-shafts 272. Further, links 282 are positioned longitudinally rearwardly of forward portion 268a of upper arms 268.

A suspension position sensor 800 is shown in FIG. 51. Suspension position sensor 800 may provide for real time measuring of shock length and wheel location in suspension travel. Suspension position sensor 800 is operatively coupled to electronic controller 50.

Referring to FIG. 51, suspension position sensor 800 includes a frame mounting bracket 802 which is coupled to front portion 251 of frame 250. Suspension position sensor 800 further includes an a-arm bracket 805 which is coupled to a-arm 266. A-arm bracket 805 includes a base 808, a lower arm 804 coupled to base 808, and an upper arm 806 coupled to base 808. A-arm 266 is received between lower arm 804 and upper arm 806. A-arm bracket 805 moves with A-arm 266. Base 808 is further coupled to a rotatable shaft 810 of a rotary potentiometer, encoder, or hall effect sensor positioned inside housing 812 of frame mounting bracket 802. As A-arm 266 moves the pot, encoder, or hall effect sensor detects the rotation between A-arm 266 and frame 251. Based on those readings the position and velocity of ground engaging member 102 may be determined. Although illustrated coupled to A-arm 266, suspension position sensor 800 may be attached to other types of suspension arms or suspension components which rotate with suspension travel.

Referring to FIGS. 7, 8, and 11, rear suspensions 264 include trailing arms 300 rotatably coupled to a rear side of mid portion 253 of vehicle frame 250 at a first end and coupled to a wheel carrier (not shown) at a second end. Rear suspensions 264 further include lower control arms 302 and upper control arms 304 rotatably coupled to rear frame portion 255 of vehicle frame 250 at a first end and rotatably coupled to the wheel carrier at a second end. A rear differential 310 of power system 210 is also supported by rear portion 255 of vehicle frame 250 and is operatively coupled

to the wheel carriers through half shafts 312 which rotate a portion of the wheel carriers to propel vehicle 200 relative to the ground.

Referring to FIGS. 16 and 17, sway bar 320 is rotatably coupled to a rear side of middle portion 253 of vehicle frame 250 through mounts 321 secured to vehicle frame 250 with fasteners 323. Links 322 are rotatably coupled to trailing arms 300 on a first end and are rotatably coupled to sway bar 320 on a second end to couple rear suspensions 264, such that a vertical movement of one of rear suspensions 264 will initially cause a twisting of sway bar 320 and further movement thereafter will cause a movement of the other of the rear suspensions 264 through the interconnection of sway bar 320.

Rear suspensions 264 further include adjustable shocks, illustratively left rear electronically adjustable shock 294 on the operator side of centerline vertical plane 284 (see FIG. 11) of vehicle 200 and right rear electronically adjustable shock 296 on the passenger side of centerline vertical plane 284. Left rear electronically adjustable shock 294 and right rear electronically adjustable shock 296 are rotatably coupled at a lower end to trailing arms 300 of the respective rear suspensions 264 and rotatably coupled at an upper end to rear portion 255 of vehicle frame 250. Each of left rear electronically adjustable shock 294 and right rear electronically adjustable shock 296 are operatively coupled to electronic controller 50 which controls the compression damping characteristic and rebound damping characteristic of each of left rear electronically adjustable shock 294 and right rear electronically adjustable shock 296.

As shown vehicle 200 may also include an outer body 330 including a hood 332, side panels 334, doors 336, a utility cargo bed 338 (see FIG. 6) and rear panels 340. Vehicle 200, as described herein, may be further configured as shown in U.S. Pat. No. 8,827,028; U.S. patent application Ser. No. 16/458,797, published as US20200164742A1; U.S. patent application Ser. No. 16/244,462, published as US20190210668A1; and/or U.S. patent application Ser. No. 16/861,859, the entire disclosures of which are expressly incorporated by reference herein.

Referring to FIG. 5, a roll axis 400, a pitch axis 402, and a yaw axis 404 of vehicle 200 are shown. IMU 108 provides information to electronic controller 50 of the movement characteristics of vehicle 200 along and about roll axis 400 (longitudinal acceleration and roll angle rate), pitch axis 402 (lateral acceleration and pitch angle rate), and yaw axis 404 (vertical acceleration and yaw angle rate).

Referring to FIG. 19, electronic controller 50 includes shock damping logic 450 which controls the damping characteristics of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. The term "logic" as used herein includes software and/or firmware executing on one or more programmable processors, application-specific integrated circuits, field-programmable gate arrays, digital signal processors, hardwired logic, or combinations thereof. Therefore, in accordance with the embodiments, various logic may be implemented in any appropriate fashion and would remain in accordance with the embodiments herein disclosed. A non-transitory machine-readable medium, such as memory 54, comprising logic 450 can additionally be considered to be embodied within any tangible form of a computer-readable carrier, such as solid-state memory, magnetic disk, and optical disk containing an appropriate set of computer instructions and data structures that would cause a processor 52 to carry out the processing sequences described

herein. This disclosure contemplates other embodiments in which electronic controller 50 is not microprocessor-based, but rather is configured to control operation of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 based on one or more sets of hardwired instructions. In embodiments, shock damping logic 450 is executed by suspension controller 90 of electronic controller 50.

Electronic controller 50 provides the electronic control of and/or monitors the various components of vehicle 200, illustratively steering system 64, braking system 78, prime mover 66, operator interface 62, and sensors 80. Exemplary sensors 80 are provided in FIG. 3 and throughout this disclosure.

Referring to FIG. 20, shock damping logic 450 includes one or more processing sequences 460 which control the damping characteristics of one or more of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. In embodiments, shock damping logic 450 includes one or more functions which based on one or more inputs output desired damping characteristics for each of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. The desired damping characteristics may be the same for two or more of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 or different for each of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. The exemplary processing sequences, in embodiments, have varying arbitration priorities based on inputs received and the desired performance of vehicle 200.

Referring to FIG. 21, shock damping logic 450 includes one or more processing sequences 460 which control the damping characteristics of one or more of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 and one or more look-up tables 462 which based on one or more inputs provides damping characteristics for each of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. The exemplary processing sequences, in embodiments, have varying arbitration priorities based on inputs received and the desired performance of vehicle 200.

In embodiments, electronic controller 50 updates the damping characteristics of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 during movement of vehicle 200. Electronic controller 50 continuously controls left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 by updating the desired damping characteristics of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 based on monitored sensor values, received operator inputs, and/or other inputs at discrete instances of

time. An exemplary time interval is about 1 milli-seconds to about 5 milliseconds. For example, electronic controller **50** updates targets for each of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** about every 5 milliseconds and updates the current control loop about every milli-second.

Shock damping logic **450**, based on inputs from operator interface **62** and one or more sensors **80** adjusts the damping characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on various conditions. In embodiments, shock damping logic **450** adjusts the compression and/or rebound damping characteristics for one or more of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on a determination that vehicle **200** is cornering, braking, accelerating, airborne, landing, sliding, traveling on flat ground, traveling uphill, traveling downhill, traveling over whoops, rock crawling, counter steering, selected vehicle modes, based on monitored sensor values, and other monitored conditions. Exemplary processing sequences for the above and other conditions are provided in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; U.S. patent application Ser. No. 16/529,001, filed Aug. 1, 2019, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES; and U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein.

In embodiments, shock damping logic **450** predicts acceleration of vehicle **200** along one or more of roll axis **400** (longitudinal acceleration), pitch axis **402** (lateral acceleration), and yaw axis **404** (vertical acceleration) and/or predicts an angular motion of vehicle **200** about one or more of roll axis **400**, pitch axis **402**, and yaw axis **404** and updates the damping characteristics of one or more of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based thereon or in combination with other inputs and sensed values.

In embodiments, a longitudinal acceleration of vehicle **200** is measured based on one or more inputs, such as IMU **132**, estimated based on one or more inputs, such as a monitored throttle position and/or a monitored engine rpm, or predicted based on one or more inputs as described herein.

In embodiments, for the predicted longitudinal acceleration of vehicle **200**, electronic controller **50** actively reviews the engine torque and/or throttle position and adjusts the compression and rebound damping characteristics of left front electronically adjustable shock **290**, right front elec-

tronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** to counter predicted motion of vehicle **200**, such as diving (pitching forward about pitch axis **402**) or squatting (pitching rearward about pitch axis **402**). In an example, vehicle **200** is traveling at a higher speed (open throttle) and the operator drops the throttle to 0%. In response, electronic controller **50** increases the compression damping in left front electronically adjustable shock **290** and right front electronically adjustable shock **292** to counter a front end dive of vehicle **200** and increases the rebound damping in left rear electronically adjustable shock **294** and right rear electronically adjustable shock **296** to counter the lifting of the rear end of vehicle **200**.

Referring to FIG. **22**, in embodiments, shock damping logic **450** receives a predictive longitudinal acceleration **470** of vehicle **200** and a predictive pitch motion **472** of vehicle **200** and assigns damping characteristics for one or more of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on one or both of the predicted longitudinal acceleration **470** of vehicle **200** and the predictive pitch motion **472** of vehicle **200**. Shock damping logic **450**, in embodiments, includes a damping characteristic table (compression damping only, rebound damping only, or both compression and rebound damping) for each of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on predicted vehicle longitudinal acceleration **470** of vehicle **200** and/or predicted vehicle pitch **472** of vehicle **200**.

Referring to FIG. **23**, an exemplary processing sequence **500** of electronic controller **50** for determining a predicted longitudinal acceleration **470** and a predicted vehicle pitch motion **472** of vehicle **200** is illustrated. A predicted power for prime mover **66**, for example an internal combustion engine, is determined, as represented by block **502**. In one example, an engine torque is provided from an engine controller **86** of vehicle **200**. The engine torque is multiplied by a measured engine speed measured by engine speed sensor **172** to determine a power output of the engine. In another example, a throttle position is measured with throttle position sensor **116** and with a look-up table a corresponding engine torque is provided. Again, the engine torque is multiplied by an engine speed to obtain the output power of the engine. In embodiments, a value is measured by air pressure sensor **174** and the look-up table used to determine engine torque is multi-dimensional and includes torque values for different air pressures. In one example, air pressure sensor **174** measures an air pressure associated with an air intake of vehicle **200**. In another example, air pressure is measured indirectly by location determiner **70** which determines a location of vehicle **200** and based on a look-up table provides an ambient air pressure reading for that elevation either actual from a third party service or typical based on a look-up table.

The determined engine power is then multiplied by an efficiency factor for the transmission of vehicle **200** to provide an output power for the drivetrain **210**, as represented by block **504**. In one example, the efficiency factor accounts for losses associated with the CVT transmission **232**. The output power of the drivetrain **210** is converted to a forward moving force of vehicle **200** by dividing the

output power of the drivetrain **210** by the vehicle speed measured by vehicle speed sensor **104**, as represented by block **506**.

A resultant or composite forward moving force is determined by subtracting from the determined forward moving force of block **506** a coast down force of vehicle **200** and a braking force, as represented by block **508**. The coast down force of vehicle **200** is determined through a look-up table as a function of a measured vehicle speed measured by vehicle speed sensor **104**. The braking force is determined through a look-up table of braking force as a function of a measured brake pressure measured by brake pressure sensor **114** or based on another model of the brake system.

A predicted vehicle longitudinal acceleration is determined by dividing the resultant forward moving force by the mass the vehicle, as represented by block **510**. In one example, a standard mass of the vehicle is used. In another example, a mass of the vehicle is estimated based on the number of people riding in vehicle **200** which may be measured by load sensors **176** associated with the seats. In another example, a mass of the vehicle is estimated based on a standard mass of the vehicle, the number of people riding in vehicle **200** which may be measured by load sensors **176** associated with the seats, and an amount of cargo being carried which may be measured by load sensors **176** associated with the cargo carrying portion of vehicle **200**, such as the cargo bed.

The predicted vehicle longitudinal acceleration is compared to tractive limits and set equal to the respective tractive limit (a negative tractive limit for a negative acceleration (deceleration) of vehicle **200** and a positive tractive limit for an acceleration of vehicle **200**) if the predicted longitudinal acceleration exceeds the respective tractive limit, as represented by block **512**. In embodiments, the tractive limit is based on one or more of surface friction, wheel normal forces, a load transfer model, or calculations at each individual wheel or axle.

In embodiments, the predicted vehicle acceleration from block **512** is filtered, as represented by block **514**, to provide a smoother response. The filtering is helpful to account for the time difference between a determined engine output power and an acceleration of vehicle **200** and to account for different sampling rates of the various sensors.

The filtered predicted vehicle longitudinal acceleration is used to determine a predicted pitch motion of vehicle **200**. A direction of travel of vehicle **200** is determined, as represented block **516**. Once a direction of travel is known, forward or reverse, the effect of the acceleration on the front and rear of the vehicle may be considered. In one example, a gear selection sensor **118** is provided as part of the shiftable transmission **230** of vehicle **200** and provides an indication of whether the shiftable transmission **230** is in a forward gear or a reverse gear. In embodiments, rotation sensors are associated with one or more ground engaging members **102** and/or rotatable shafts of the driveline **210** downstream from the shiftable transmission **230** to provide an indication of a direction of travel of vehicle **200**. In embodiments, BOTH an indication of an intended direction of travel and an actual direction of travel are used to verify the direction of travel to account for situations wherein the CVT is not engaged. When the indicator or the intended direction of travel and the indicator of the actual direction of travel match, the direction of travel is confirmed. Exemplary intended direction of travel indicators include a gear selection sensor. Exemplary actual direction of travel indicators include rotational sensors on a shaft of the driveline **210** or ground engaging members **102**. In embodiments, tractive

limits may be applied for each ground engaging member to distinguish between situations wherein a given ground engaging member has traction versus slippage, such as on ice or operating in two wheel drive versus all wheel drive. Further, in embodiments, the brake pressure is monitored to with a pressure sensor to provide greater accuracy on the level of brake pressure being applied by the operator. Both the tractive limits and monitoring of brake pressure provides a more accurate estimation of vehicle acceleration.

The predicted magnitude of the pitch motion is determined by taking the derivative of the filtered predicted vehicle longitudinal acceleration, as represented by block **518**. This predicted vehicle pitch motion value is filtered to provide a smoother result over time, as represented by block **520**. The predicted vehicle pitch motion **472** and/or the predicted vehicle longitudinal acceleration **470** are used by shock damping logic **450** to adjust the damping characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**, as represented by block **522**.

In embodiments, the predicted vehicle longitudinal acceleration **470** and the predicted vehicle pitch motion **472** are used to alter the base damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** which may be set by the selected vehicle mode (comfort, handling, rough trail, and other suitable modes). The damping characteristic tables for compression of each of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** and the damping characteristics tables for rebound of each of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** may be two-dimensional (one input, one output damping characteristic), three-dimensional (two inputs, one output damping characteristic), or x dimensional (x-1 inputs, one output damping characteristic).

In embodiments, the base damping tables (damping profile) are two-dimensional maps for each of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** and each of compression damping characteristic and rebound characteristic (two inputs, one output). The two inputs are vehicle speed and predicted longitudinal vehicle acceleration and the output depending on the table is one of a desired compression damping and a desired rebound damping. In one example, vehicle speed is measured by vehicle speed sensor **104** and the predicted longitudinal vehicle acceleration is determined by processing sequence **500**.

In some embodiments, the inertial magnitudes sensed by the IMU **108** are unintentionally distorted when vehicle **200** is accelerating in a forward direction or a reverse direction (i.e., longitudinally) and/or when vehicle **200** is cornering, as shown in FIG. **32**. In embodiments, the inertial magnitudes sensed by IMU **108** are corrected by electronic controller **50** using the processing sequences **900**, **920** illustrated in FIGS. **33** and **34**, respectively. For example, the IMU **108** is used to sense a fast-acting angle, which is then corrected using the computed longitudinal and/or lateral accelerations, as described below.

Referring to FIG. 33, a processing sequence 900 for determining the lateral acceleration due to vehicle 200 being at a roll angle α greater than zero about axis 400 (see FIG. 5). A lateral acceleration signal from IMU 108 is received, as represented by block 902. In at least one example, the lateral acceleration signal includes the acceleration signal sensed along axis 402 (see FIG. 5) due to, for example, the vehicle being at an angle α . However, in certain examples, the lateral acceleration signal sensed by IMU 108 also includes an acceleration signal because vehicle 200 is cornering, as illustrated in FIG. 32. Accordingly, in certain embodiments, processing sequence 900 computes the lateral acceleration due to vehicle 200 cornering, as represented by block 904. The sensed lateral acceleration signal of IMU 108 may then be conditioned to determine the lateral acceleration due to the roll angle α by accounting for the lateral acceleration due to vehicle 200 cornering in the sensed lateral acceleration signal of the IMU 108. In embodiments, the lateral acceleration signals from the IMU 108 is smoothed (e.g., by applying a filter to the lateral acceleration signals) before performing the following computations.

In embodiments, to compute the lateral acceleration due to vehicle 200 cornering, electronic controller 50 receives a signal corresponding to the wheel base distance W 910 (see FIG. 32). In some instances, electronic controller 50 also receives the steering angle (e.g., a steering wheel angle) from steering sensor 106. Using the steering angle value, the turning angle θ 912 (see FIG. 32) of the front ground engaging members 14 may be determined by electronic controller 50 using, for example, a lookup table. In some examples, electronic controller 50 also receives the linear vehicle speed V 914 (see FIG. 32) from the wheel speed sensors associated with ground engaging members 14, the GPS sensor(s) 70, and/or the vehicle speed sensor 104. Using these inputs, the turning radius R 916 (see FIG. 32) of vehicle 200 may be determined according to the following formula $R=W/\sin(\theta)$. Using the turning radius R 216, the angular velocity of vehicle 200 may be determined according to the following formula $\omega=V/R$. And, using the angular velocity ω of vehicle 200, which is measured as the yaw rate via IMU 108, the centripetal acceleration “a” of vehicle 200 may be determined according to the following formula $a=V*\omega$. In embodiments, the processing sequence 900 removes the centripetal acceleration from the lateral acceleration signal sensed by IMU 108, as represented by block 906, to determine the inertial magnitude due to the roll angle α . From the inertial magnitude due to the roll angle α , the roll angle α may be determined using a lookup table, a sensor fusion type of filter, and/or a feedback system filter. In embodiments, the absolute value of the lateral acceleration signal is computed before removing the centripetal acceleration from the lateral acceleration signal sensed by IMU 108. Additionally, or alternatively, the measurements from IMU 108 and vehicle speed sensor 104 are time aligned so that the difference between a vehicle speed acceleration “a” and the IMU 108 measured acceleration is the lateral acceleration due to the roll angle α 225.

Referring to FIG. 34, a processing sequence 920 to determine the longitudinal acceleration due to vehicle 200 at a pitch angle γ about axis 402 (see FIG. 5) is illustrated. In embodiments, processing sequence 920 includes receiving CVT clutch status and/or gear position to determine whether vehicle 200 is moving forwards or backwards. In embodiments, both an indication of an intended direction of travel and an actual direction of travel are used to verify the direction of travel to account for situations that the CVT is not engaged. In embodiments, a bidirectional vehicle speed

sensor may be used to provide an indication of an intended direction of travel. When the indicator or the intended direction of travel and the indicator of the actual direction of travel match, the direction of travel is confirmed. In embodiments, the processing sequence 920 also includes receiving the longitudinal acceleration signal from IMU 108. In embodiments, the longitudinal acceleration signal includes the acceleration signal sensed along axis 400 (see FIG. 5) due to, for example, the vehicle being at an angle γ about axis 402 (see FIG. 5). However, in certain examples, the longitudinal acceleration signal sensed by IMU 108 also includes an acceleration signal because vehicle 200 is accelerating forward or backward along axis 400. Accordingly, in certain embodiments, the processing sequence 920 computes the longitudinal acceleration due to vehicle 200 changing longitudinal speed, as represented by block 924. The sensed longitudinal acceleration signal of IMU 108 may then be conditioned to determine the longitudinal acceleration due to the pitch angle γ about axis 402 (see FIG. 5) by accounting for the longitudinal acceleration due to vehicle 200 changing longitudinal speed in the sensed longitudinal acceleration signal of IMU 108. According to certain embodiments, the longitudinal acceleration signals from IMU 108 is smoothed (e.g., by applying a filter to the longitudinal acceleration signals) before performing the following computations. In some examples, to compute the longitudinal acceleration due to vehicle 200 accelerating forward or backward, electronic controller 50 receives measurements from the wheel speed sensors, the GPS sensor(s) 70, and/or the vehicle speed sensor 104. From these measurements, electronic controller 50 determines a speed and direction of vehicle 200, in at least some embodiments. Then, in certain examples, electronic controller 50 computes the derivative of the speed of vehicle 200 to determine whether vehicle 200 is accelerating forward or backward along axis 400. In some embodiments, processing sequence 920 then removes the acceleration from vehicle 200 accelerating forward or backward from the longitudinal acceleration signal sensed by IMU 108, as represented by block 926, to determine the inertial magnitude due to the pitch angle γ about axis 402 (see FIG. 5). From the inertial magnitude due to the pitch angle γ about axis 402 (see FIG. 5), the pitch angle γ about axis 402 (see FIG. 5) may be determined using a sensor fusion filter, a lookup table, or computing of basic trigonometry relationships. In embodiments, an absolute value of the derivative of the speed of vehicle 200 is computed by electronic controller 50 before removing the acceleration from vehicle 200 accelerating forward or backward from the longitudinal acceleration signal sensed by IMU 108. According to certain embodiments where the wheel speed sensors are used to determine the vehicle 200 speed, electronic controller 50 applies a rate limiter to reduce the calculated vehicle speed from the wheel speed sensor to account for any slip in the ground engaging members 14, such as when the vehicle is traveling over low friction surfaces such as ice.

In embodiments, vehicle ride modes and hence base damping tables (damping profiles) are selected through operator interface 62. In embodiments, operator interface 62 is provided in a location easily accessible to the driver operating the vehicle 200. In embodiments, operator interface 62 is not a single interface, but a plurality of interfaces each positioned in locations easily accessible to the driver operating the vehicle 200. Referring to FIG. 24, a first operator interface 530 may be supported by steering wheel 276 of vehicle 200 and a second operator interface 532 positioned on a dash 277 of vehicle 200 (see FIG. 6).

Operator interface **62** includes user input devices to allow the driver or a passenger to manually adjust the damping characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** during operation of vehicle **200** based on terrain conditions that are encountered or to select a preprogrammed active damping profile for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** by selecting a ride mode. In embodiments, a selected ride mode (e.g., a selected driver mode) alters characteristics of suspension system **12** alone, such as the damping profile for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**. In embodiments, a selected ride mode alters characteristics of suspension system **12** and other vehicle systems, such as steering system **64**, prime mover **66**, transmission system **68**, active descent control, and brake system **78**.

Referring to FIG. **24**, first operator interface **530** includes a mode up input **534**, a mode down input **536**, and a driver actuatable suspension adjust input **538**. Each of inputs **534**, **536**, and **538** are buttons. The mode up input **534** and the mode down input **536** allow a driver to cycle through vehicle ride modes without removing their hands from steering wheel **276**. In embodiments, each vehicle mode has a corresponding base damping profile for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**.

Driver actuatable suspension adjust input **538**, in one example, requests that the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** are increased. For example, a depression of driver actuatable suspension adjust input **538** indicates to electronic controller **50** to increase the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** to a maximum value. Additionally, multiple actuations of driver actuatable suspension adjust input **538** provide additional instructions recognizable by electronic controller **50**.

Referring to FIG. **25**, a processing sequence **550** of electronic controller **50** is shown. In processing sequence **550**, a depression of driver actuatable suspension input **538** is detected, as represented by block **552**. Electronic controller **50** increases the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** to a first level, as represented by block **554**. In one example the first level is 100%. Processing sequence **550** also monitors if a second depression of driver actuatable suspension input **538** has occurred within a first time window of the first depression, as represented by block **556**. If not, processing sequence **550** determines if a first timer has expired, as represented by block **558**. In embodiments, satisfaction of the condition in block **564** (e.g. single tap, double tap, . . .) results in the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** being

returned back to current baseline damping for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** either immediately or through a ramp down, but in both cases without a calibrated hold time like in block **558**. Once the first timer has expired, processing sequence **550** ramps the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** back to current baseline damping for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**, as represented by block **560**. If a second depression of driver actuatable suspension input **538** has occurred within a first time window of the first depression, then processing sequence **550** holds the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** at the first level until a third depression of driver actuatable suspension input **538** is received, as represented by blocks **562** and **564** or a vehicle ride mode change has been received, as represented by block **566**. Once one of a third depression of driver actuatable suspension input **538** (block **564**) or a mode change (block **566**) is received, processing sequence **550** returns the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** to current baseline damping for left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**, as represented by blocks **558** and **560**. An advantage, among others, of processing sequence **550** is the continued elevation of the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** for situations wherein the operator plans for vehicle **200** to be in rough terrain for an extended period of time. In embodiments, both a third depression and a fourth depression within a preset time window of the third depression are required for block **564**.

Referring to FIG. **26**, another processing sequence **570** of electronic controller **50** is shown. In processing sequence **570**, a depression of driver actuatable suspension input **538** is detected, as represented by block **572**. Electronic controller **50** increases the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** to a first level, as represented by block **574**. In one example the first level is 100%. Processing sequence **570** also monitors if driver actuatable suspension input **538** is being depressed for at least an extended first time window, as represented by block **576**. If not, processing sequence **570** determines if a first timer has expired, as represented by block **578**. Once the first timer has expired, processing sequence **570** ramps the compression damping of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** back to current baseline damping for left front electronically adjustable shock **290**, right front electronically adjustable

shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296, as represented by block 580. If driver actuatable suspension input 538 is being depressed for at least an extended first time window, then processing sequence 570 holds the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 at the first level until a second depression of driver actuatable suspension input 538 is received, as represented by blocks 582 and 584 or a vehicle ride mode change has been received, as represented by block 586. Once one of a second depression of driver actuatable suspension input 538 (block 584) or a mode change (block 586) is received, processing sequence 570 returns the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 to current baseline damping for left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296, as represented by blocks 578 and 580. In embodiments, satisfaction of the condition in block 584 (e.g. single tap, double tap, . . .) results in the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 being returned back to current baseline damping for left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 either immediately or through a ramp down, but in both cases without a calibrated hold time like in block 578. An advantage, among others, of processing sequence 550 is the continued elevation of the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 for situations wherein the operator plans for vehicle 200 to be in rough terrain for an extended period of time. In embodiments, a depression of a preset extended first time window is required for block 584. In embodiments, both a third depression and a fourth depression within a preset time window of the third depression are required for block 584.

Referring to FIG. 27, another processing sequence 600 of electronic controller 50 is shown. In processing sequence 600, a depression of driver actuatable suspension input 538 is detected, as represented by block 602. Electronic controller 50 increases the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 to a first level, as represented by block 604. In one example the first level is 100%. Processing sequence 600 also monitors if driver actuatable suspension input 538 is being depressed for at least an extended first time window, as represented by block 606 (or alternatively if a second depression of driver actuatable suspension input 538 occurs within a first time window). If not, processing sequence 600 determines if a first timer has expired, as represented by block 608. Once the first timer has expired, processing sequence 600 ramps the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296

back to current baseline damping for left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296, as represented by block 610. If driver actuatable suspension input 538 is being depressed for at least an extended first time window (alternatively a second depression is received within a preset time window), then processing sequence 600 holds the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 at a second level until a subsequent depression of driver actuatable suspension input 538 is received, as represented by blocks 612 and 614 or a vehicle ride mode change has been received, as represented by block 616. Once one of a second depression of driver actuatable suspension input 538 (block 614) or a mode change (block 616) is received, processing sequence 600 ramps the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 back to current baseline damping for left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296, as represented by blocks 608 and 610. In embodiments, satisfaction of the condition in block 614 (e.g. single tap, double tap, . . .) results in the compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 being returned back to current baseline damping for left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 either immediately or through a ramp down, but in both cases without a calibrated hold time like in block 608. An advantage, among others, of processing sequence 600 is the operator can select between increased compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 for situations wherein the operator plans for vehicle 200 to be in rough terrain for an extended period of time and a decreased compression damping of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 for situations wherein the operator plans for vehicle 200 to be traversing chatter bumps (small bumps on trail). In other embodiments, an extended depression of driver actuatable suspension input 538 or a second depression of driver actuatable suspension input 538 may signal to electronic controller 50 other damping arrangements, such as increased damping (compression, rebound, or both) for only a portion of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296.

Returning to FIG. 24, when in response to input from driver actuatable suspension input 538, the damping profile is locked on, such as in response to block 556 in FIG. 25, block 576 in FIG. 26, block 606 in FIG. 27, an indicator is provided to the operator of the vehicle. Exemplary indicators include visual indicators, audio indicators, tactile indicators, or combinations thereof. In embodiments, the indi-

cator includes a visual indicator displayed on screen **540**. Referring to FIG. **55**, a first exemplary screen **1500** displayed on display **540**. Display screen **1500** provides various vehicle indicators to indicate the damping profile is locked on. Exemplary indicators include a locked icon **1502** in the upper left corner of the screen and a locked icon **1504** on the right side of the screen which covers a majority of a vertical extent of the display **540**.

Referring to FIGS. **35** and **36**, an exemplary processing sequence **630** is illustrated wherein electronic controller **50** alters the operation of a driveline system **210** of vehicle **200** from a driver requested operation based on vehicle **200** being airborne or based on a vertical acceleration value of vehicle **200** along axis **404** (see FIG. **5**) or based on all vehicle accelerations along axes **400**, **402**, **404** (see FIG. **5**). Referring to FIG. **35**, a vertical acceleration **636** along axis **404** is monitored by IMU **108**. By monitoring vertical acceleration **636**, electronic controller **50** may determine when vehicle **200** is airborne (see reference line **638**) and when vehicle **200** lands (see reference line **640**). Additional methods of detecting when vehicle **200** is airborne and when vehicle **200** lands are provided in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; U.S. patent application Ser. No. 16/529,001, filed Aug. 1, 2019, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES; and U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein.

With processing sequence **630**, a driver of vehicle **200** may maintain a depression of a throttle input, such as an acceleration pedal, up to and through a jump with vehicle **200**. The driver requested engine torque, such as an actuation of a pedal or throttle input, is represented by line **632**. Engine output torque is represented by line **634**. The vertical acceleration of vehicle **200** is represented by line **636**. Processing sequence **630**, based on a detection of vehicle **200** being airborne reduces engine output torque to limit the amount that an output speed of prime mover **66** and a rotation speed of ground engaging members **102** are increased due to the lack of contact with the ground, as represented by line **634**. Electronic controller **50** therefore reduces the throttle input to prime mover **66** even though the requested throttle input from the driver through the acceleration pedal remains at a higher level. Further, as electronic controller **50** detects vehicle **200** has landed, vehicle **200** is no longer in freefall, electronic controller **50** once again adjusts the throttle input to prime mover **66** back towards the driver requested throttle input, as represented by line **632**. Thus, a driver of vehicle **200** may stay on the acceleration pedal throughout a jump while electronic controller **50** acts to protect the driveline **210** of vehicle **200** during the jump. In embodiments, the throttle input to prime mover **66** is adjusted by electronic controller **50** linearly, stepwise, non-linearly, or a combination thereof.

Referring to FIG. **36**, an exemplary embodiment of processing sequence **630** is provided. Acceleration information along axis **404** is provided to electronic controller **50**, as represented by block **650**. Electronic controller **50** determines if vehicle **200** is airborne, as represented by block **652**. Electronic controller **50**, based on throttle position sensor **116**, determines if the driver requested throttle input position exceeds a first threshold, as represented by block **654**. In one example, the first threshold is 75% of the potential requested throttle input maximum. In another example, the first threshold is 90% of the potential requested throttle input maximum. If not, electronic controller **50** does not adjust the output torque of prime mover **66**, as represented by block **656**. In embodiments, the determination of whether the vehicle is airborne is based on all of the vertical, longitudinal, and lateral accelerations. In embodiments, the operator of the vehicle may select an input to disable the functionality of FIG. **36**. In embodiments, the system reduces the torque to different values based on the amount of vehicle airborne time. In embodiments, the system ramps the engine torque back at different rates based on vehicle airborne time and throttle position.

If so, electronic controller **50** reduces the engine torque to a predefined value, as represented by block **658**. The predefined value is lower than the engine torque corresponding to the driver requested throttle input value. Electronic controller **50** continues to monitor the driver requested throttle input. As represented by block **660**, electronic controller **50** determines if the driver requested throttle input is less than a second threshold. In one example, the second threshold is equal to the first threshold. In another example, the second threshold is different than the first threshold. If the driver requested throttle input is less than the second threshold, indicating that the driver has backed off of the acceleration pedal, electronic controller **50** does not further reduce engine torque, as represented by block **656**. Further, if the driver requested throttle input subsequently exceeds the second threshold, electronic controller **50** will provide the requested throttle input. An advantage, among others, is this permits the driver to get back into the engine torque while airborne, if needed.

Electronic controller **50** maintains the reduction in engine torque until a determination that vehicle **200** has landed, as represented by block **662**. If electronic controller **50** determines that vehicle **200** has landed, electronic controller **50** returns the engine torque back to the level indicated by the driver requested throttle input, as represented by block **664**.

Returning to FIG. **24**, operator interface **532** includes a display **540** and a plurality of buttons **542**. In embodiments, display **540** is a touch display and functions as both an input device **42** of operator interface **62** and an output device **44** of operator interface **62**.

Referring to FIG. **28**, a first exemplary screen **700** displayed on display **540**. Display screen **540** provides various vehicle indicators including indicators regarding the suspension systems of vehicle **200**. Exemplary indicators include a mode indicator **702** (illustrating a desert or baja mode) providing an indication of a selected driving mode selected by the operator of vehicle **200**. Referring to FIG. **31**, a sub-menu **760** is presented on display **540** listing a plurality of vehicle modes, illustratively a baja mode input **762**, a rock crawler mode input **764**, a track mode input **766**, and a comfort mode input **768**. Sub-menu **760** is displayed in response to an operator input. Exemplary operator inputs include actuation of a button, actuation of a switch, and a gesture on display **540** when display is a touch screen. Exemplary gestures include a swipe. Sub-menu **760** is

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removed from display 540 either in response to actuation of an operator input, a gesture on display 540, or a time period. In FIG. 31, track mode indicator 766 has been selected and mode indicator 702 has been updated to reflect the new vehicle mode.

Returning to FIG. 28, display 700 includes a compression damping indicator 704 and a rebound damping indicator 706 both associated with left front electronically adjustable shock 290, a compression damping indicator 708 and a rebound damping indicator 710 both associated with right front electronically adjustable shock 292, a compression damping indicator 712 and a rebound damping indicator 714 both associated with left rear electronically adjustable shock 294, and a compression damping indicator 716 and a rebound damping indicator 718 both associated with right rear electronically adjustable shock 296. FIG. 30 illustrates exemplary indicators for 10% increments of compression damping and exemplary indicators for 10% increments of rebound damping for left front electronically adjustable shock 290 and left rear electronically adjustable shock 294 (the indicators for right front electronically adjustable shock 292 and right rear electronically adjustable shock 296 are mirror images).

Display 700 further includes a brake switch indicator 720 which has a first color when vehicle 200 is braking and a second color when vehicle 200 is not braking. A vehicle speed indicator 722 and a throttle input position indicator 754 (currently throttle input is not depressed) are provided. A gear setting indicator 730 is further provided.

Additionally, g-ball indicator 724 and a steering angle indicator 726 are provided. G-ball indicator 724 indicates the resultant acceleration on vehicle 200 (longitudinal and lateral acceleration). Steering angle indicator 726 indicates a position of the operator steering input device, such as a steering wheel. When steering angle indicator 726 is centered vertically the steering input device is positioned to drive vehicle 200 straight.

An operator selector input 732 is provided on display 700. A g-ball input 734 and an angle input are provided. FIG. 28 illustrates display 700 corresponding to the selection of g-ball input 734. FIG. 29 illustrates display 750 corresponding to the selection of angle input 736. Display 750 includes a pitch angle indicator 752 and a roll angle indicator 752.

In embodiments, display screen 700 and/or display screen 750 also provide an indication of a temperature of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 measured by a temperature sensor associated with each of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296. FOX 3.0 Live Valve X2 shocks include sensors for monitoring the temperature of the valve of the shock. Electronic controller receives information regarding the temperature of each of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 and provides an indication thereof on display screen 700 and/or display screen 750 or other output device of operator interface 62. The display feedback could be color gradient (blue when cold—orange when warm—red when hot—flashing red when overheated), or a simple on/off indicator that turns on when the shock temperature exceeds a threshold. The color gradient may be a color of the icons used for each of left front electronically adjustable shock 290, right front electronically adjustable

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shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 on display screen 700 and/or display screen 750.

As mentioned herein, the suspension systems may further include one or more torsion couplers which couple individual suspension systems together such that a movement of a first suspension system influences the movement of a second suspension system. As shown in FIGS. 14 and 15, a front sway bar 280 couples the two front suspensions 262 together and, in particular, sway bar 280 is coupled to lower A-arms 266 of front suspensions 262 through links 282. Similarly, as shown in FIGS. 16 and 17, a rear sway bar 320 couples the two rear suspensions 264 together and, in particular, sway bar 320 is coupled to trailing arms 300 of rear suspensions 264 through links 322.

Referring to FIG. 37, a representation of vehicle 200 is provided. Links 282 are replaced with adjustable shock absorbers 1000 which couple sway bar 280 to front suspensions 262 (See FIG. 10A) and links 322 are replaced with adjustable shock absorbers 1000 which couple sway bar 320 to rear suspensions 264. As shown in FIG. 37, each of links 282 and links 322 are replaced. In embodiments, only one of links 282 is replaced with an adjustable shock absorber 1000 and the other one of links 282 remains such that sway bar 280 is coupled to one of the front suspensions 262 through an adjustable shock absorber 1000 and to the other one of the front suspensions 262 through a link 282. In embodiments, only one of links 322 is replaced with an adjustable shock absorber 1000 and the other one of links 322 remains such that sway bar 320 is coupled to one of the rear suspensions 264 through an adjustable shock absorber 1000 and to the other one of the rear suspensions 264 through a link 322.

Adjustable shock absorbers 1000 are operatively coupled to electronic controller 50. By adjusting one or more characteristics of the respective adjustable shock absorber 1000, electronic controller 50 is able to adjust the amount of coupling between the respective front suspensions 262 and the respective rear suspensions 264. In embodiments, electronic controller 50 may control a characteristic of the adjustable shock absorber 1000 to cause adjustable shock absorber 1000 to act similar to a link 282 or link 322 in one scenario or to permit relative movement between the respective front suspension 262 or rear suspension 264 and the corresponding sway bar 280 or 320 in another scenario.

In embodiments, only one of links 282 is replaced with an adjustable shock absorber 1000 and the other one of links 282 remains such that sway bar 280 is coupled to one of the front suspensions 262 through an adjustable shock absorber 1000 and to the other one of the front suspensions 262 through a link 282. In embodiments, only one of links 322 is replaced with an adjustable shock absorber 1000 and the other one of links 322 remains such that sway bar 320 is coupled to one of the rear suspensions 264 through an adjustable shock absorber 1000 and to the other one of the rear suspensions 264 through a link 322. An exemplary adjustable shock absorber 1000 is a Magnetorheological Fluid (MR) shock having a fluid whose viscosity may be changed by applying a magnetic field which may be controlled by electronic controller 50. Exemplary MR shocks are available from XeelTech located at Number 181, 6771 St. Anton im Montafon, Austria. With exemplary MR shocks, the shock may be locked in any position of stroke. In embodiments, when the vehicle is traveling straight, the MR shock is left open and damping is controlled based on selected mode and vehicle speed and when the vehicle is cornering, the MR shock is locked out at different positions (based on mode and/or other inputs) to achieve different roll

stiffnesses for the adjustable suspensions. Further, the control of the MR shock for sway bar **280** and the MR for sway bar **320** are independently controlled to provide different cornering characteristics. In embodiments, the MR shock has a position sensor on it that provides an indication to electronic controller **50** of the position of travel of the shock, thereby providing an indication of a length of the shock, and/or a velocity sensor providing a rate of change of the length of the shock.

Exemplary controls for electronic controller **50** with an MR shock as part of one or both of front sway bar system and rear sway bar system include the following.

- a. Calibrate base (straight-line/Not locked) damping versus vehicle speed and ride and handling mode.
- b. Change lock profile—The lock profile (transition from unlocked to locked state of MR shock) may be different for different conditions. In one example, it immediately stops. In another example, it ramps up slowly. The ramp slope or change may change versus vehicle speed, vehicle mode, turn aggressiveness, and/or other characteristics.
- c. Lock the link (MR shock) to an exact position in travel. In one example, the position sensor on the MR shock is used to indicate the position in the travel of the shock.
- d. Mimic a spring—As the MR shock moves through the travel, add damping force like a spring-rate.
- e. End of stroke damping/component protection—Add damping at the ends of shocks stroke to prevent top out (rebound) and bottom out (compression) for shock durability and noise & vibrations.
- f. Lock to the MR shocks at different positions front/rear to create mode bias.
- g. Lock MR shocks to different positions based on vehicle loading.

Referring to FIG. **38**, an adjustable shock **1050** which may be implemented as adjustable shock absorber **1000** is illustrated. Adjustable shock absorber **1050** includes a body **1052** having an interior in which a piston **1054** reciprocates in directions **1056**, **1058**. In the illustrated embodiment, a shaft **1060** moveable with piston **1054** extends from an end **1059** of body **1052** and is moveably coupled to a suspension arm **266** or **300**. Another end **1066** of body **1052** is moveably coupled to sway bar **280** or **320**. A spring **1062** is included internal to body **1052** to bias piston **1054** in direction **1056** by being compressed between end **1066** of body **1052** and piston **1054**. In other embodiments, spring **1062** is positioned external to body **1052** and compressed between spring stops (not shown); one spring stop carried by body **1052** and another spring stop carried by shaft **1060**. In embodiments, adjustable shock absorber **1050** does not include an associated spring. An advantage, among others, of including an associated spring is the biasing of shock absorber **1050** towards an extended position. In embodiments, the effect of the spring may be accomplished through gas pressure.

An external fluid control circuit **1070** is provided. Fluid control circuit **1070** controls the movement of fluid from an interior chamber **1072** in the interior of body **1052** and bounded by a first side **1074** of piston **1054** and an interior chamber **1076** in the interior of body **1052** and bounded by a second side **1078** of piston.

The ability and the degree of the ease of movement of fluid between chambers **1072** and **1076** along with the stiffness of spring **1062** control the stiffness of adjustable shock absorber **1050**. External fluid control circuit **1070** includes a rebound bypass bleed valve **1080** that permits fluid to move from chamber **1072** to chamber **1076**; thereby

allowing piston **1054** to move in direction **1056** resulting in a length of adjustable shock absorber **1050** extending.

External fluid control circuit **1070** further includes an electronically controlled compression bypass valve **1082**. Valve **1082** controls the movement of fluid from chamber **1076** to chamber **1072**; thereby allowing piston **1054** to move in direction **1058** and shorten a length of adjustable shock absorber **1050**. In embodiments, valve **1082** is an on/off valve and when in the on setting permits the movement of fluid from chamber **1076** to chamber **1072** and in the off setting prevents the movement of fluid from chamber **1076** to chamber **1072**. Electronic controller **50** controls the operation of valve **1082** between the on setting and the off setting. In the off setting of valve **1082**, adjustable shock absorber **1050** acts similar to a solid link, such as link **282** or link **322**. In embodiments, valve **1082** has a variable opening having an off setting (closed) and a plurality of on settings (partial open to full open), each having a different rate of permitted fluid flow from chamber **1076** to chamber **1072**. Electronic controller **50** controls the operation of valve **1082** including the permitted flow rate in the various on settings and between the various on settings and the off setting.

With the arrangement shown in FIG. **38**, adjustable shock absorber **1050** when electronically controlled compression bypass valve **1082** is closed the position of piston **1054** is locked in compression (the adjustable shock absorber **1050** performs generally like a rigid link by limiting movement of piston **1054** in direction **1058**) and the position of piston **1054** is free to move in rebound (movement of piston **1054** in direction **1056**). When electronically controlled compression bypass valve **1082** is open the position of piston **1054** is free to move in compression (movement of piston **1054** in direction **1058**) and the position of piston **1054** is free to move in rebound (movement of piston **1054** in direction **1056**).

Referring to FIG. **39**, the roll stiffness of sway bar **280** based on a lateral acceleration of vehicle **200** is illustrated. Curve **1090** represents when electronically controlled compression bypass valve **1082** is closed (off setting). In this setting, adjustable shock absorber **1050** acts like a solid link and the slope of line **1090** is determined based on a stiffness of sway bar **280** itself. Generally, a higher slope corresponds to a larger diameter sway bar. Curve **1092** represents when electronically controlled compression bypass valve **1082** is fully open (100% on setting). In this setting, the roll stiffness of sway bar **280** is not linear. Rather, curve **1092** includes a first linear segment **1091** having a slope based on the spring constant of spring **1062** (alternatively gas pressure) and a second linear segment **1093** having a slope based on a stiffness of sway bar **280** itself. Curve **1094** represents when electronically controlled compression bypass valve **1082** is locked at 50% of travel. In this setting, the roll stiffness of sway bar **280** is not linear. Rather, curve **1094** includes a first linear segment **1095** having a slope based on the spring constant of spring **1062** (alternatively gas pressure) and a second linear segment **1097** having a slope based on a stiffness of sway bar **280** itself and the fluid pressure of adjustable shock absorber **1050**. An advantage, among others, of including a spring **1062** is the ability to tailor the desired roll attributes of vehicle **200**. Similar curves would be provided for sway bar **320**.

Referring to FIG. **40**, another comparison of the roll stiffness of sway bar **280** based on a lateral acceleration of vehicle **200** is illustrated. Curves **1090** and **1092** from FIG. **39** are reproduced. Further, a curve **1098** is illustrated which illustrates the roll stiffness of sway bar **280** when spring

1062 is not included in adjustable shock absorber **1050**. Curve **1098**, like curve **1092** corresponds to electronically controlled compression bypass valve **1082** being full open (100% open setting) and includes a first linear segment **1099** and a second linear segment **1089**. First linear segment **1099** of curve **1098** has a slope based on the adjustable shock absorber **1050** being compressed with electronically controlled compression bypass valve **1082** fully open and a second linear segment **1089** has a slope based on a stiffness of sway bar **280** itself.

In embodiments, an individual adjustable shock absorber **1050** is provided for the connection of each of lower a-arms **266** of front suspensions **262** to sway bar **280** and for the connection of each of trailing arms **300** of rear suspensions **264** to sway bar **320**. In embodiments, an individual adjustable shock absorber **1050** is provided for the connection of only one of lower a-arms **266** to sway bar **280** and the connection of the other lower a-arm **266** to sway bar **280** is through a solid link. In embodiments, an individual adjustable shock absorber **1050** is provided for the connection of only one of trailing arms **300** of rear suspension **264** to sway bar **320** and the connection of the other trailing arm **300** to sway bar **320** is through a solid link.

Referring to FIG. **43**, an exemplary processing sequence **1100** of shock damping logic **450** of electronic controller **50** is illustrated. Electronic controller **50** receives user and/or sensor inputs, as represented by block **1102**. Exemplary user inputs may be received through user interface **62** and include mode selections, manual adjustments, requests to stiffen the suspension through first operator interface **530**, or other suitable inputs. Exemplary sensor inputs include one or characteristics of vehicle **200** being monitored by sensors **80**.

Electronic controller **50** determines if vehicle **200** is in a first condition, as represented by block **1104**. If vehicle **200** is in the first condition, electronic controller **50** adjusts at least one characteristic of a first shock absorber **1000**, such as adjustable shock **1050**, coupled on a first end to a first suspension arm **266** or suspension arm **300** and on a second end to a sway bar **280**, **320** to a first setting, as represented by block **1106**. Electronic controller **50** further adjusts at least one characteristic of the corresponding one of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** attached to the same suspension arm **266**, **300** as the adjustable shock absorbers **1000** from block **1106** and frame **250** to a first setting (may be different than the first setting of adjustable shock absorber **1000**), as represented by block **1108**. Electronic controller **50** may, in embodiments, further adjust additional adjustable shock absorbers **1050**, such as additional adjustable shocks **1050**, and the other of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on vehicle **200** being in the first condition. Exemplary first conditions include turning, squatting, diving, rock crawling, a vehicle speed below a first threshold, and other conditions disclosed herein and conditions disclosed in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; U.S. patent application Ser. No. 16/529,001, filed Aug. 1, 2019, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018,

titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES; and U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein.

If vehicle **200** is not in the first condition, as represented by block **1104**, electronic controller **50** adjusts at least one characteristic of a first shock absorber **1000**, such as adjustable shock **1050**, coupled on a first end to a first suspension arm **266** or suspension arm **300** and on a second end to a sway bar **280**, **320** to a second setting, as represented by block **1110**. Electronic controller **50** further adjusts at least one characteristic of the corresponding one of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** attached to the same suspension arm **266**, **300** as the adjustable shock absorber **1000** from block **1110** and frame **250** to a second setting (may be different than the second setting of adjustable shock absorber **1000**), as represented by block **1112**. Electronic controller **50** may, in embodiments, further adjust additional adjustable shock absorbers **1000**, such as additional adjustable shocks **1050**, and the other of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on vehicle **200** not being in the first condition.

Referring to FIG. **44**, an exemplary processing sequence **1120** of shock damping logic **450** of electronic controller **50** is illustrated. Electronic controller **50** receives user and/or sensor inputs, as represented by block **1122**. Exemplary user inputs may be received through user interface **62** and include mode selections, manual adjustments, requests to stiffen the suspension through first operator interface **530**, or other suitable inputs. Exemplary sensor inputs include one or characteristics of vehicle **200** being monitored by sensors **80**.

Electronic controller **50** determines if vehicle **200** is in a first condition, as represented by block **1124**. If vehicle **200** is in the first condition, electronic controller **50** adjusts at least one characteristic of a first shock absorber **1000**, such as shock absorber **1050**, coupled on a first end to a first suspension arm **266** or suspension arm **300** and on a second end to a sway bar **280**, **320** to a first setting, as represented by block **1126**. Electronic controller **50** further adjusts at least one characteristic of one of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** attached to a different suspension arm **266**, **300** than the adjustable shock absorber **1000** from block **1126** and frame **250** to a first setting (may be different than the first setting of adjustable shock absorbers **1000**), as represented by block **1128**. Electronic controller **50** may, in embodiments, further adjust additional adjustable shock absorbers **1000**, such as additional adjustable shocks **1050**, and additional ones of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on vehicle **200** being in the first condition. Exemplary first conditions include turning, squatting, div-

ing, rock crawling, and other conditions disclosed herein and conditions disclosed in U.S. patent application Ser. No. 16/013,210, filed Jun. 20, 2018, titled VEHICLE HAVING SUSPENSION WITH CONTINUOUS DAMPING CONTROL; U.S. patent application Ser. No. 16/529,001, filed Aug. 1, 2019, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 15/816,368, filed Nov. 17, 2017, titled ADJUSTABLE VEHICLE SUSPENSION SYSTEM; U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING; U.S. Provisional Application Ser. No. 63/027,833, filed May 20, 2020, titled SYSTEMS AND METHODS OF ADJUSTABLE SUSPENSIONS FOR OFF-ROAD RECREATIONAL VEHICLES; and U.S. Provisional Application Ser. No. 63/053,278, filed Jul. 17, 2020, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosures of which are expressly incorporated by reference herein.

If vehicle **200** is not in the first condition, as represented by block **1124**, electronic controller **50** adjusts at least one characteristic of a first shock absorber **1000**, such as adjustable shock **1050**, coupled on a first end to a first suspension arm **266** or suspension arm **300** and on a second end to a sway bar **280**, **320** to a second setting, as represented by block **1130**. Electronic controller **50** further adjusts at least one characteristic of the corresponding one of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** attached to a different suspension arm **266**, **300** than the adjustable shock absorber **1000** from block **1130** and frame **250** to a second setting (may be different than the second setting of adjustable shock absorber **1000**), as represented by block **1132**. Electronic controller **50** may, in embodiments, further adjust additional adjustable shock absorbers **1000**, such as additional shocks **1050**, and the other left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on vehicle **200** not being in the first condition.

In embodiments, adjustable shock absorber **1000** are altered when vehicle **200** is rock crawling or traversing other large obstacles. Referring to FIG. **41**, the adjustable shock absorber **1000** associated with sway bar **280** are in an off setting and a driver side front ground engaging member **202** is positioned on a large rock **1100** resulting in a passenger side front ground engaging member **202** being lifted off of the ground. Referring to FIG. **42**, the adjustable shock absorber **1000** associated with sway bar **280** are in an on setting (either fully opened or partially opened) and the driver side front ground engaging member **202** is positioned on large rock **1100** resulting in the passenger side front ground engaging member **202** remaining on the ground. In both FIGS. **41** and **42** (see also sheet A-1), the passenger side adjustable shock absorber **1000** allows full extension of shaft **1060** of adjustable shock absorber **1000**, but in only FIG. **42** is the driver side adjustable shock absorber **1000** allowed to compress thereby further lowering the passenger side ground engaging member **202**. In FIG. **42**, the rebound damping characteristic of right front electronically adjustable shock **292** is also set to promote full extension of right front electronically adjustable shock **292**.

In embodiments, vehicle **200** is determined to be rock crawling based on a selection of a user selected mode through user interface **62**. In embodiments, vehicle **200** is determined to be rock crawling based on one or more sensor

inputs. For example, based on a vehicle speed, vehicle pitch, vehicle roll, relative length of left front electronically adjustable shock **290** and right front electronically adjustable shock **292** (front ground engaging members **202** of vehicle **200** are on a relatively flat surface or are on a non-level surface or surfaces), or the relative positions of lower a-arms **266** (front ground engaging members **202** of vehicle **200** are on a relatively flat surface or are on a non-level surface or surfaces). When it is determined by electronic controller **50** that vehicle **200** is rock crawling then electronic controller **50** alters one or more characteristics of adjustable shock absorbers **1000** associated with sway bar **280** and/or one or characteristics of adjustable shock absorbers **1000** associated with sway bar **320**. Further, electronic controller **50** may alter one or characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and/or right rear electronically adjustable shock **296**. In one example, when vehicle **200** is rock crawling, electronic controller **50** alters one or more damping characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** based on an orientation of vehicle **200** as described in U.S. patent application Ser. No. 16/198,280, filed Nov. 21, 2018, titled VEHICLE HAVING ADJUSTABLE COMPRESSION AND REBOUND DAMPING, the entire disclosure of which is expressly incorporated by reference herein.

In embodiments, when vehicle is traveling at a low rate of speed, such as below 10 miles per hour (mph), adjustable shock absorbers **1000**, such as shocks **1050**, for each of sway bar **280** and sway bar **320** are configured by electronic controller **50** in a fully open on setting which allows each of the front suspensions **262** and each of rear suspensions **264** to generally act completely independent on generally level ground. A vehicle speed sensor may be used to monitor vehicle speed. As the vehicle speed increases, ground bump frequency increases, and/or a direction of vehicle travel changes, such as turning, electronic controller **50** further alters the configuration or one or more of adjustable shock absorbers **1000**, such as shocks **1050**.

For example, as vehicle speed increases, electronic controller **50** may further stiffen adjustable shock absorbers **1050** by partially closing valve **1082** and completely closing valve **1082** once the vehicle speed reaches a threshold. Additionally, electronic controller **50** adjusts one or both of the compression damping and rebound damping of one or more of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** due to the increased speed.

As another example, when vehicle **200** is turning electronic controller **50** may alter one or more of adjustable shock absorbers **1050** to partially close or fully close valve **1082** to reduce vehicle roll. Electronic controller **50** may rely on one or more sensors to determine when vehicle **200** is turning and the sharpness of the turn, including IMU **108** (lateral acceleration, vehicle roll), steering angle sensor **106**, and a steering rate sensor. In one example, when vehicle **200** is turning to the left, the valve **1082** for the left front adjustable shock absorbers **1050** (in front of the driver) and the valve **1082** for the right rear adjustable shock absorbers **1050** (behind the passenger) are at least partially closed or fully closed by electronic controller **50**. Additionally, electronic controller **50** adjusts one or both of the compression damping and rebound damping of one or more of left front

electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** due to the turn.

Referring to FIG. **45**, another exemplary adjustable shock **1140** which may be implemented as adjustable shock absorber **1000** is illustrated. Adjustable shock absorber **1140** includes a body **1142** having an interior in which a piston **1144** reciprocates in directions **1056**, **1058**. In the illustrated embodiment, a shaft **1154** moveable with piston **1144** extends from an end **1150** of body **1142** and is moveably coupled to a suspension arm **266** or **300**. Another end **1152** of body **1142** is moveably coupled to sway bar **280** or **320**. A first spring **1156** is included internal to body **1142** to bias piston **1144** in direction **1056** by being compressed between end **1152** of body **1142** and side **1146** of piston **1144**. A second spring **1158** is included internal to body **1142** to bias position **1144** in direction **1058** by being compressed between end **1150** and side **1148** of piston **1144**. An advantage, among others of having springs on both sides of piston **1144**, is that the springs assist in keeping piston **1144** centered in body **1142**. Another advantage, among others, is that a single unit may be provided on one side of the sway bar.

An external fluid control circuit **1160** is provided. Fluid control circuit **1160** controls the movement of fluid between an interior chamber **1164** in the interior of body **1142** and bounded by a first side **1148** of piston **1144** and an interior chamber **1166** in the interior of body **1142** and bounded by a second side **1146** of piston **1144**. The ability and the degree of the ease of movement of fluid between chambers **1164** and **1166** along with the stiffness of springs **1156**, **1158** control the stiffness of adjustable shock absorber **1140**.

External fluid control circuit **1160** includes an electronically controlled compression bypass valve **1162**. Valve **1162** controls the movement of fluid between chambers **1164**, **1166** thereby allowing piston **1144** to move in directions **1056**, **1058**. In embodiments, valve **1162** is an on/off valve and when in the on setting permits the movement of fluid between chambers **1164**, **1166** and in the off setting prevents the movement of fluid from chambers **1164**, **1166**. Electronic controller **50** controls the operation of valve **1162** between the on setting and the off setting. In the off setting of valve **1162**, adjustable shock absorber **1140** acts similar to a solid link, such as link **282** or link **322**. In embodiments, valve **1162** has a variable opening having an off setting (closed) and a plurality of on settings (partial open to full open), each having a different rate of permitted fluid flow between chambers **1164**, **1166**. Electronic controller **50** controls the operation of valve **1162** including the permitted flow rate in the various on settings and between the various on settings and the off setting.

With the arrangement shown in FIG. **45**, when electronically controlled valve **1162** is closed the position of piston **1144** is generally locked in compression and rebound. When electronically controlled valve **1162** is open the position of piston **1144** is free to move in compression and rebound.

In embodiments, an individual adjustable shock absorber **1140** is provided for the connection of each of lower a-arms **266** to sway bar **280** and for the connection of each of trailing arms **300** of rear suspension **264** to sway bar **320**. In embodiments, an individual adjustable shock absorber **1140** is provided for the connection of only one of lower a-arms **266** to sway bar **280** and the connection of the other lower a-arm **266** to sway bar **280** is through a solid link. In embodiments, an individual adjustable shock absorber **1140** is provided for the connection of only one of trailing arms

300 of rear suspension **264** to sway bar **320** and the connection of the other trailing arm **300** to sway bar **320** is through a solid link.

Additional exemplary shock absorbers for adjustable shock absorbers **1000** are disclosed in US Published Patent Application No. US2019/0100071.

Referring to FIG. **46**, a representation of vehicle **200** is provided. Links **282** couple front suspensions **262** together through sway bar **1190** and links **322** couple rear suspensions **264** together through sway bar **1192**. Sway bar **1190** includes a first section **1191** which is rotatably coupled to right front suspension **262** and frame **250** and a second section **1193** which is rotatably coupled to left front suspension **262** and frame **250**. First section **1191** and second section **1193** are coupled together through a torque actuator **1200**. In a similar fashion, sway bar **1192** includes a first section **1194** rotatably coupled to right rear suspension **264** and frame **250** and a second section **1195** rotatably coupled to left rear suspension **264** and frame **250**. First section **1194** and second section **1195** are coupled together through a torque actuator **1200**.

Torque actuator **1200** either acts as a traditional sway bar between the respective two front suspensions **262** and two rear suspensions **264** or proactively induces a torque on at least one of first section **1191** or second section **1193** of sway bar **1190** and/or induces a torque on at least one of first section **1194** or second section **1195** of sway bar **1192**. Torque actuator **1200** is operatively coupled to electronic controller **50** which controls the operation of torque actuator **1200**. An exemplary torque actuator **1200** is the mechatronic Active Roll Control (eARC) system available from Schaeffler AG located at Industriestraße 1-3 91074 Herzogenaurach Germany. In embodiments, electronic controller **50** further controls left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**.

Referring to FIG. **47**, an exemplary torque actuator **1200** is illustrated coupled to first section **1191** and second section **1193** of sway bar **1190**. A first portion **1202** of torque actuator **1200** is fixedly coupled to first section **1191** of sway bar **1190** to rotate with first section **1191** and a second portion **1204** of torque actuator **1200** is fixedly coupled to second section **1193** of sway bar **1190** to rotate with second section **1193**. First portion **1202** includes a housing **1206** having an electric motor **1210** positioned therein. Electric motor **1210** is fixedly coupled to first section **1191**. A stabilizer bearing **1208** supports first section **1191**. An output shaft of motor **1210** is fixedly coupled to second section **1193** through a gearset **1212**. An exemplary gearset is a planetary gearset. A plurality of sensors **1212** are provided which monitor characteristics of torque actuator **1200**. Exemplary sensors **1212** include a motor velocity sensor which monitors a rotational velocity of the output shaft of electric motor **1210**, a motor position sensor which monitors a rotational position of the output shaft of motor **1210**, a shaft position sensor which monitors a rotational position of the output of gearset **1214**, and a shaft velocity sensor which monitors a rotational velocity of the output of gearset **1214**.

Electronic controller **50** by inducing a torque on the output shaft of electric motor **1210** in either a first direction or a second direction can induce a torque on one or both of first section **1191** of sway bar **1190** and second section **1193** of sway bar **1190**. In embodiments, electronic controller **50** applies torque based on one or more inputs. Exemplary inputs include IMU **108**, steering angle sensor **106**, vehicle speed sensor **104**, selected suspension mode, the rotational

velocity of electric motor **1210**, the rotational position of the output shaft of electric motor **1210**, the rotational position of the output of gearset **1214**, and the rotational velocity of the output of the gearset **1214**. Electronic controller **50** applies torque by the current level provided to electric motor **1210**.

Referring to FIG. **48**, a representation of vehicle **200** is shown. The representation in FIG. **48** replaces links **282** and **322** with adjustable shock absorbers **1000** and includes sway bars **1190** and **1192** with torque actuators **1200**. Adjustable shock absorbers **1000** and torque actuator **1200** are operatively coupled to electronic controller **50** which controls the operation of each of adjustable shock absorbers **1000** and torque actuator **1200**. In embodiments, electronic controller **50** further controls left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296**.

With the inclusion of torque actuator **1200** on sway bar **1190** and sway bar **1192**, multiple control processing sequences are provided to increase the performance of vehicle **200**.

As explained in US Published Patent Application No. US2020/0156430, the entire disclosure of which is expressly incorporated by reference herein, the damping characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** are adjusted during cornering. In embodiments, the characteristics of torque actuator **1200** on sway bar **1190** and sway bar **1192** may also be adjusted during cornering. The characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** and torque actuator **1200** may be adjusted based on a detection of a cornering of vehicle **200** and on the location in a corner (corner entry, mid-corner, corner exit). As discussed in US Published Patent Application No. US2020/0156430, the entire disclosure of which is expressly incorporated by reference herein, the detection of a cornering of vehicle **200** and the location in a corner may be detected based on one or more sensor values. In embodiments, the sharpness of the corner and/or the speed of the vehicle are further considered in the characteristics of left front electronically adjustable shock **290**, right front electronically adjustable shock **292**, left rear electronically adjustable shock **294**, and right rear electronically adjustable shock **296** and torque actuator **1200**.

In embodiments, electronic controller **50** determines whether vehicle **200** is cornering (e.g., a turn). Further, electronic controller **50** determines a direction of the turn (e.g., a left turn or a right turn). For example, electronic controller **50** may determine vehicle **200** is cornering and/or direction of the turn based on the steering information indicating a steering rate, angle, and/or position, yaw rate information indicating a yaw rate, and/or the acceleration information indicating a lateral acceleration. Electronic controller **50** may compare the steering rate, steering angle, steering position, yaw rate, and/or lateral acceleration with one or more corresponding thresholds (e.g., pre-determined, pre-programmed, and/or user-defined) to determine if vehicle **200** is cornering. Electronic controller **50** may use the positive and/or negative values of the steering rate, angle, position, yaw rate, and/or lateral acceleration to determine the direction of the turn. Further, electronic controller **50** determines whether vehicle **200** is entering, in the middle of, and/or exiting a corner. Additional details regard-

ing determining when vehicle **200** is cornering, a direction of the turn, and whether vehicle **200** is in the entry of the turn, middle of the turn, or exiting the turn are provided in US Published Patent Application No. US2020/0156430, the entire disclosure of which is expressly incorporated by reference herein.

In embodiments, when vehicle **200** is cornering electronic controller **50** may (based on inputs from the sensors, such as vehicle speed) increase the stiffness of sway bar **1190** during corner entry by increasing a torque applied by torque actuator **1200** of sway bar **1190**. An advantage, among others, of increasing the stiffness of sway bar **1190** is to get out tire bite to improve turn in. In other embodiments having adjustable shock absorbers **1000** associated with sway bar **1190**, with or without torque actuator **1200**, the stiffness of sway bar **1190** may be increased by increasing a stiffness of adjustable shock absorbers **1000** associated with sway bar **1190**.

In embodiments, when vehicle **200** is cornering electronic controller **50** may (based on inputs from the sensors, such as vehicle speed) increase the stiffness of sway bar **1192** during mid corner relative to the stiffness of sway bar **1190** by increasing a torque applied by torque actuator **1200** of sway bar **1192** and/or reducing a torque applied by torque actuator **1200** of sway bar **1190**. An advantage, among others, of increasing the stiffness of sway bar **1192** over the stiffness of sway bar **1190** is to generate a vehicle more prone to oversteer. In other embodiments having adjustable shock absorbers **1000** associated with sway bar **1190** and sway bar **1192**, with or without torque actuator **1200**, the stiffness of sway bar **1192** may be increased over the stiffness of sway bar **1190** by increasing a stiffness of adjustable shock absorbers **1000** associated with sway bar **1192** and/or reducing a stiffness of adjustable shock absorbers **1000** associated with sway bar **1190**.

In embodiments, when vehicle **200** is performing a sharp turn, such as about 90° or higher) (based on inputs from the sensors, such as longitudinal acceleration) electronic controller **50** may increase the stiffness of sway bar **1190** and decrease the stiffness of sway bar **1192**. An advantage, among others, of increasing the stiffness of sway bar **1190** and decrease the stiffness of sway bar **1192** is to make vehicle **200** less prone to tire lift and force traction loss on the front outer tires. In other embodiments having adjustable shock absorbers **1000** associated with sway bar **1190** and sway bar **1192**, with or without torque actuator **1200**, the stiffness of sway bar **1190** may be increased and the stiffness of sway bar **1192** may be decreased by increasing a stiffness of adjustable shock absorbers **1000** associated with sway bar **1190** and/or reducing a stiffness of adjustable shock absorbers **1000** associated with sway bar **1192**.

Additionally, torque actuator **1200** may be adjusted to account for vehicle **200** hitting a bump while turning. Electronic controller **50** senses the direction of turn and the amount of torque on sway bar **1190**. If a bump is encountered on the front inside ground engaging member then the stiffness of sway bar **1190** is reduced by adjusting torque actuator **1200**. An advantage, among others, of reducing the stiffness is to reduce bottom out of either left front electronically adjustable shock **290** or right front electronically adjustable shock **292** due to sway bar **1190**. The force of sway bar **1190** compressing the inside shock of left front electronically adjustable shock **290** and right front electronically adjustable shock **292** reduced and no load from the bump will be transferred by sway bar **1190** to the outside shock of left front electronically adjustable shock **290** and right front electronically adjustable shock **292** causing the

shock to compress. In other embodiments having adjustable shock absorbers 1000 associated with sway bar 1190, with or without torque actuator 1200, the stiffness of sway bar 1190 may be decreased by decreasing a stiffness of adjustable shock absorbers 1000 associated with sway bar 1190. If a bump is encountered on the front outside ground engaging member then the stiffness of sway bar 1190 is increased by adjusting torque actuator 1200. An advantage, among others, of increasing the stiffness is to transfer over as much of the hit as possible to the front inside shock of left front electronically adjustable shock 290 and right front electronically adjustable shock 292 to reduce transient roll of vehicle 200 and improve bottom out performance of the outside shock of left front electronically adjustable shock 290 and right front electronically adjustable shock 292. In other embodiments having adjustable shock absorbers 1000 associated with sway bar 1190, with or without torque actuator 1200, the stiffness of sway bar 1190 may be increased by increasing a stiffness of adjustable shock absorbers 1000 associated with sway bar 1190. In embodiments, when at least one torque sensor is associated with sway bar 1190, the torque of a single wheel hit may be measured and the adjustable shock absorbers 1000 and/or torque actuator 1200 of sway bar 1192 may be adjusted in anticipation of the hit.

In embodiments, electronic controller 50 adjusts the stiffness of sway bar 1190 and/or sway bar 1192 by altering a characteristic of the respective torque actuator 1200 to lean vehicle 200 into a high side of vehicle 200, such as a side which is the higher side when vehicle 200 is traveling on a hill side or a side which is raised due to one of the wheels being on a large rock. As disclosed in US Published Patent Application No. US2020/0156430, which is incorporated by reference herein, electronic controller 50 may sense an orientation of electronic controller 50 and adjust the damping characteristics of at least one of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 based on the sensed orientation of vehicle 200. Further, electronic controller 50 may adjust the torque actuator 1200 of one or both of sway bar 1190 and sway bar 1192 to lean vehicle 200 into a high side of vehicle 200, such as a side which is the higher side when vehicle 200 is traveling on a hill side or a side which is raised due to one of the wheels being on a large rock. When vehicle 200 is sensed to have the right side higher than the left side, such as by a threshold amount, torque actuator 1200 of sway bar 1190 is adjusted to apply a torque to second section 1193 of sway bar 1190 to lower second section 1193 and lower a-arm 266 coupled to second section 1193 through link 282 and raise lower a-arm 266 coupled to first section 1191 through link 282 resulting in vehicle 200 leaning into the hillside or rock that is causing the right side of vehicle 200 to be higher than the left side of vehicle 200. When vehicle 200 is sensed to have the left side higher than the right side, such as by a threshold amount, torque actuator 1200 of sway bar 1190 is adjusted to apply a torque to second section 1193 of sway bar 1190 to raise second section 1193 and raise lower a-arm 266 coupled to second section 1193 through link 282 and lower lower a-arm 266 coupled to first section 1191 through link 282 resulting in vehicle 200 leaning into the hillside or rock that is causing the left side of vehicle 200 to be higher than the right side of vehicle 200. In embodiments, electronic controller 50 executes the processing sequence to lean vehicle 200 in response to a mode selection made through operator interface 62, such as a rock crawling mode.

In embodiments, operator interface 62 may have an input whereby an operator may select to raise one side of vehicle 200. For example, when traversing a rock, the operator may position one the left front wheel and the right front wheel on top of the rock and then select through operator interface 62 to alter vehicle 200 to be more level side-to-side. Torque actuator 1200 of sway bar 1190 then applies a torque to raise the other side of vehicle 200. An advantage, among others, would be to assist in vehicle 200 in traversing the obstacle.

In embodiments, operator interface 62 may have an input whereby an operator may select a tire change mode and select the tire to be changed. For example, the operator may select the left front tire to change through operator interface 62. Electronic controller 50 may activate torque actuator 1200 of the one of sway bar 1190 and sway bar 1192 coupled to the tire to be changed to compress the one of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 positioned proximate the tire to be changed (fp290 in the case of the front left tire being changed) and to extend the one of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 opposite the tire to be changed and coupled to the same one of sway bar 1190 and sway bar 1192 (right front electronically adjustable shock 292 associated with the right front tire in the case of the front left tire being changed). Further, electronic controller 50 may activate torque actuator 1200 of the other one of sway bar 1190 and sway bar 1192 not coupled to the tire to be changed to extend the one of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 positioned on the same side of vehicle 200 as the tire to be changed (left rear electronically adjustable shock 294 associated with the left rear tire in the case of the front left tire being changed) and to compress the one of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 on the opposite of vehicle 200 from the tire to be changed and coupled to the other one of sway bar 1190 and sway bar 1192 (right rear electronically adjustable shock 296 associated with the right rear tire in the case of the front left tire being changed) to further raise the tire to be changed.

In embodiments, vehicle 200 may have a demonstration mode which simulates vehicle movement based on operator inputs while prime mover 66 of vehicle 200 is not running. In the demonstration mode, selectable through operator interface 62, one or more of torque actuator 1200 of sway bar 1190, torque actuator 1200 of sway bar 1192, left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, right rear electronically adjustable shock 296, and adjustable shock absorbers 1000, may be altered by electronic controller 50 to simulate a movement of vehicle 200. In one example, electronic controller 50 leans vehicle 200 to the left in response to steering wheel 276 being turned to the left, leans vehicle 200 to the right in response to steering wheel 276 being turned to the right, and keeps vehicle 200 level when steering wheel 276 is not turned to either the left or right. In one example, electronic controller 50 may actuate the torque actuator 1200 for both sway bar 1190 and sway bar 1192 to lean vehicle 200 to the left when steering wheel 276 is turned to the left by raising second

section 1193 of sway bar 1190 and second section 1195 of sway bar 1192 and lowering first section 1191 of sway bar 1190 and first section 1194 of sway bar 1192.

Referring to FIG. 49, a passive multi-rate sway bar system 1300 is shown. In the illustrated embodiment, sway bar system 1300 is used to couple rear suspensions 264 together. Sway bar system 1300 may also be used to couple front suspensions 262 together. Additionally, sway bar system 1300 may be implemented along with actively controlled left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, and right rear electronically adjustable shock 296 or passive shock absorbers for front suspension 262 and/or rear suspension 264.

Sway bar system 1300 includes a sway bar 320 and a damper 1302. Damper 1302, is rotatably coupled to trailing arm 300 at a lower end 1304 and is rotatably coupled to sway bar 320 at an upper end 1306. Damper 1302 includes a shock absorber 1303 having a cylindrical body 1308 and a rod 1310 extending from cylindrical body 1308. Rod 1310 is connected to a piston (not shown) positioned within cylindrical body 1308 and moveable in directions 1314 and 1316 to elongate damper 1302 (movement in direction 1314) and to shorten damper 1302 (movement in direction 1316).

Rod 1310 carries a first stop member 1320 and cylindrical body 1308 carries a second stop member 1322. At least one of first stop member 1320 and second stop member 1322 is adjustable. For example, second stop member 1322 may be threaded onto a portion of cylindrical body 1308 and may be rotated relative to cylindrical body 1308 to raise or lower second stop member 1322 relative to lower end 1304 of damper 1302. A coil spring 1324 is compressed between first stop member 1320 and second stop member 1322.

In embodiments, shock absorber 1303 provides nominal resistance to movement in directions 1314 and 1316. Thus, damper 1302 is controlled by coil spring 1324 and the position of second stop member 1322. In this case, damper 1302 is a non-reservoir coilover shock with no valving. In embodiments, shock absorber 1303 provides a constant resistance for a stroke of rod 1310 up to a first distance (having a combined spring rate of the spring 1324 and sway bar stiffness 320) and acts as a solid link thereafter in the presence of additional torque from trailing arms 300 or sway bar 320 (having a spring rate equal to the sway bar 320 stiffness).

In embodiments, a single damper 1302 is provided on a first side of sway bar 320 (such as one of the driver side of vehicle 200 or the passenger side of vehicle 200) and a solid link 322 is provided on a second side of sway bar 320 (such as the other one of the driver side of vehicle 200 or the passenger side of vehicle 200). In embodiments, a damper 1302 is provided on both sides of sway bar 320 to connect sway bar 320 to each trailing arms 300 of rear suspension 264.

Referring to FIG. 50, a theoretical comparison of the drop link force (either links 322 or damper 1302) as a function of roll angle difference between the rear suspension 264. Curve 1400 represents a conventional sway bar 320 with solid drop links 322. Curve 1400 is a linear curve. The slope of curve 1400 is based on the diameter of sway bar 320 and is selected as a compromise between roll control and one or more detractors. Exemplary detractors include reduced ride comfort, reduced traction (cornering, acceleration, braking), increased head toss, reduced articulation, and increased durability requirements for mating components (bushings, bushing clamps, frame mounts, and control arms 300.

Curve 1402 represents the use of damper 1302 as one of the drop links for sway bar 320. Curve 1402 assumes that when suspension arms 300 are at the same height (no twisting of sway bar 320) second stop member 1322 is positioned so that coil spring 1324 is not compressed. Curve 1402 includes a first linear component 1404 and a second linear component 1406. The slope of first linear component 1404 is based on a spring rate of coil spring 1324 and the diameter of sway bar 320. The slope of second linear component 1406 is based on the diameter of sway bar 320. Advantages, among others, of the lower slope of first linear component 1404 of curve 1402 for low roll angles (illustratively 0-3 degrees) compared to curve 1400 include improved ride comfort, compliance, traction, articulation of rear suspension 264, and head toss. The lower slope may result in reduced vehicle responsiveness compared to curve 1400. Advantages, among others, of the higher slope of second linear component 1406 of curve 1402 for higher roll angles (illustratively 3-8 degrees) compared to curve 1400 is it brings the characteristics of vehicle 200 closer to curve 1400 and to mimic the roll feel of solid links during harder cornering events and other high roll events.

Curve 1408 represents the use of damper 1302 as one of the drop links for sway bar 320. Curve 1408 assumes that when suspension arms 300 are at the same height (no twisting of sway bar 320) second stop member 1322 is positioned so that coil spring 1324 is preloaded (partially compressed). This increases the initial force of damper 1302 as shown in FIG. 50. Curve 1408 includes a first linear component 1410 and a second linear component 1412. The slope of first linear component 1410 is based on a spring rate of coil spring 1324 and the diameter of sway bar 320. The slope of second linear component 1412 is based on the diameter of sway bar 320. Advantages, among others, of the lower slope of first linear component 1410 of curve 1408 for low roll angles (illustratively 0-3 degrees) compared to curve 1400 include improved ride comfort, compliance, traction, articulation of rear suspension 264, and head toss. The preloading of damper 1302 maintains a responsiveness of vehicle 200. Advantages, among others, of the higher slope of second linear component 1412 of curve 1408 for higher roll angles (illustratively 3-8 degrees) manages the roll feel of vehicle 200 at higher roll angles.

Referring to FIG. 52, a sway bar system 1400 is shown. Sway bar system 1400 includes a shock 1402 having a first end 1404 moveably coupled to sway bar 320 and a second end 1406 moveably coupled to suspension arm 264. Although illustrated with sway bar 320, sway bar system 1400 may also be used in conjunction with sway bar 280 and one of suspension arms 266 and 268.

Shock 1402 includes a body 1410 having a piston 1412 disposed therein. Piston 1412 is coupled to rod 1414 which is received in an opening 1416 of shock 1402. Rod 1414 is rotatably coupled to sway bar 320 and body 1410 is rotatably coupled to suspension arm 264. Piston 1412 is movable within body 1410 in directions 1420 and 1422. The interior 1430 of body 1410 includes a liquid fluid, such as oil, and compressed gas. The interface 1432 between the liquid fluid and the compressed gas is positioned on a top side of piston 1412. The region beneath piston 1412 is completely filled with the liquid fluid. In embodiments, piston 1412 is sealed relative to the interior of body 1410. In embodiments, piston 1412 is sealed relative to the interior of body 1410 has includes no fluid passageways from an upper side of piston 1412 to a lower side of piston 1412.

A stop 1440 is positioned in the interior of body 1410. Stop 1440 limits the movement of piston 1412 in direction

1420. In embodiments, stop 1440 is carried by a spacer positioned about rod 1414. In embodiments, stop 1440 is carried by a seal head of shock 1402.

An external bypass 1450 is operatively coupled to the interior of body 1410 of shock 1402. An upper portion 1452 of external bypass 1450 is coupled above piston 1412 and a lower portion 1454 of external bypass 1450 is coupled below piston 1412. Upper portion 1452 of external bypass 1450 is positioned lower than interface 1432 between the liquid fluid and the compressed gas.

External bypass 1450 includes a valve 1460 having a plurality of settings. The position of valve 1460 is controlled by electronic controller 50. In FIG. 52, valve 1460 is in a first position or state wherein the liquid fluid in the interior of body 1410 is free flowing in both compression (movement of piston 1412 in direction 1422) and rebound (movement of piston 1412 in direction 1420). In FIG. 53, valve 1460 is in a second position or state wherein the liquid fluid is free flowing in rebound (movement of piston 1412 in direction 1420) and locked in compression (movement of piston 1412 in direction 1422). In embodiments, in the second position of valve 1460 a check valve is positioned in the fluid passageway of external bypass 1450.

In the arrangement shown in FIGS. 52 and 53, the compressed gas is always on the rebound side of the piston 1412 and not exposed to the high pressures from the compression side of the piston 1412. In embodiments, the compressed gas is retained in a bladder (not shown). When the compressed gas is retained in the bladder, shock 1402 may be installed with the rod side down since the bladder prevents mixing of the liquid fluid and the compressed gas.

In embodiments, electronic controller monitors one or more frame movement characteristics of the vehicle to sense a terrain that the vehicle is traversing. Exemplary movement characteristics of the frame include one or more of the lateral acceleration (A_{LAT}), the longitudinal acceleration (A_{LONG}), the yaw axis translational acceleration (A_{VERT}), the roll axis angular acceleration (A_{ROLL}), the pitch axis angular acceleration (A_{PITCH}), and the yaw axis angular acceleration (A_{YAW}). Each of the lateral acceleration (A_{LAT}), the longitudinal acceleration (A_{LONG}), and the yaw axis translational acceleration (A_{VERT}) are measured by the accelerometers of IMU 108. In embodiments, each of the lateral acceleration (A_{LAT}), the longitudinal acceleration (A_{LONG}), and the yaw axis translational acceleration (A_{VERT}) are transformations (rotational and/or translational) of the accelerations measured by the accelerometers of IMU 108 to the center of gravity of the vehicle. Each of the roll axis angular acceleration (A_{ROLL}), the pitch axis angular acceleration (A_{PITCH}), and the yaw axis angular acceleration (A_{YAW}) are derived from the measurements of the gyroscopes of IMU 108. In embodiments, derivatives are taken of the measured angular velocities of the measurements of the gyroscopes of IMU 108 to obtain each of the roll axis angular acceleration (A_{ROLL}), the pitch axis angular acceleration (A_{PITCH}), and the yaw axis angular acceleration (A_{YAW}). In embodiments, angular velocities may be used in place of angular accelerations.

Electronic controller 50 further analyzes one or more of the lateral acceleration (A_{LAT}), the longitudinal acceleration (A_{LONG}), the yaw axis translational acceleration (A_{VERT}), the roll axis angular acceleration (A_{ROLL}), the pitch axis angular acceleration (A_{PITCH}), and the yaw axis angular acceleration (A_{YAW}) to obtain a frequency spectrum of each one analyzed. In embodiments, the frequency spectrums are determined through a recursive fast Fourier transform (FFT). Based on one or more characteristics of the

frequency spectrums, electronic controller 50 is able to determine a terrain that the vehicle is traversing and to alter one or more characteristics of left front electronically adjustable shock 290, right front electronically adjustable shock 292, left rear electronically adjustable shock 294, right rear electronically adjustable shock 296, and/or one or more of the adjustable sway bars described herein. In embodiments, electronic controller 50 selects a first baseline damping profile from a plurality of baseline damping profiles based on the one or more characteristics of the frequency spectrums, and optionally, additional sensor inputs. In embodiments, electronic controller 50 selects a first baseline damping profile from a plurality of baseline damping profiles based on the one or more characteristics of the frequency spectrums, such as applying bandpass filters in certain frequency ranges and optionally, additional sensor inputs. Exemplary bandpass filters would include between about 2 to about 4 Hz for whoops and between about 8 to about 12 Hz for chatter.

As an example, electronic controller 50 selects one of eight baseline damping profiles based on one or more characteristics of the frequency spectrums and additional sensor inputs. Eight exemplary baseline damping profiles in Rock mode, Mud mode, Pavement mode, Gravel mode, Trail mode, Chatter mode, Whoops mode, and Rough Trail mode. An exemplary Rock mode is established based on a speed of the vehicle being below a first threshold and the amplitudes of the frequency spectrums for each of the lateral acceleration (A_{LAT}), the longitudinal acceleration (A_{LONG}), and the yaw axis translational acceleration (A_{VERT}) being below respective limit curves for a first frequency range. An exemplary Mud mode is established based on a speed of the vehicle being below a first threshold and the amplitudes of the frequency spectrums for each of the roll axis angular acceleration (A_{ROLL}) and the yaw axis angular acceleration (A_{YAW}) being below respective limit curves for a first frequency range. An exemplary Pavement mode is established based on the amplitudes of the frequency spectrums for each of the roll axis angular acceleration (A_{ROLL}) and the yaw axis angular acceleration (A_{YAW}) being below respective limit curves for a first frequency range. An exemplary Gravel mode is established based on the amplitudes of the frequency spectrums for each of the roll axis angular acceleration (A_{ROLL}) and the pitch axis angular acceleration (A_{PITCH}) being below respective limit curves for a first frequency range. In a variation, the amplitude of the limit curves for the Gravel mode are greater than the amplitude of the limit curves for the Pavement mode for the roll axis angular acceleration (A_{ROLL}). An exemplary Trail mode is established based on the amplitudes of the frequency spectrums for each of the roll axis angular acceleration (A_{ROLL}) and the pitch axis angular acceleration (A_{PITCH}) being below respective limit curves for a first frequency range. In a variation, the amplitude of the limit curves for the Trail mode are greater than or equal to the amplitude of the limit curves for the Gravel mode for the roll axis angular acceleration (A_{ROLL}). Referring to FIG. 54, exemplary limit curves of the roll axis angular acceleration (A_{ROLL}) for each of the Pavement mode, the Gravel mode, and the Trail mode are shown for the frequency range of 0-25 Hz. An exemplary Chatter mode is established based on the amplitudes of the frequency spectrum of the pitch axis angular acceleration (A_{PITCH}) being below respective limit curves for a first frequency range and the frequency spectrum of the roll axis angular acceleration (A_{ROLL}) being unbounded and greater than Trail Mode. An exemplary Whoops mode is

established based on the amplitudes of the frequency spectrum of the roll axis angular acceleration (A_{ROLL}) being below respective limit curves for a first frequency range and the frequency spectrum of the pitch axis angular acceleration (A_{PITCH}) being unbounded and greater than Trail Mode. The catch-all or default Rough Trail mode is established based on the frequency spectrum of the roll axis angular acceleration (A_{ROLL}) being unbounded and greater than Trail Mode and the frequency spectrum of the pitch axis angular acceleration (A_{PITCH}) being unbounded and greater than Trail Mode. in FIG. 54 over a frequency range of 0-25 Hertz. The exemplary limit curves have amplitude limits set for 1 HZ wide frequency bins, more or less frequency bins may be used.

In embodiments, to limit the frequency of switching between baseline damping profiles, the analyzed frequency spectrum must fail the respective limit curves for a set number of test cycles. In examples, a given test cycle is every 5 milliseconds. In embodiments, the analyzed frequency spectrum must fail for a first number of frequency bins or a first percentage of frequency bins to change terrain modes. In embodiments, the number of test cycles required to cause a switch of terrain modes is dependent on the number of frequency bins that fail for the current terrain (faster for more failures).

In embodiments, a vehicle equipped with the processing sequences to determine terrain condition based on frequency response may be used to provide trail maps to a community of users. The vehicle would be driven over a trail or other terrain and based on the frequency responses determine appropriate damping characteristics for the suspensions. These damping characteristics or simply a mode selection are communicated to a remote computing device which stores the data. Other vehicles may access the stored data and use the recorded damping characteristics or mode selection to adjust suspension characteristics on those vehicles based on a GPS location of the vehicle. In other examples, users may access the stored data and be presented with a visual map of the trail with color coding of the terrain conditions of the trail.

In embodiments, the terrain mode is selected by the user and the frequency spectrum analysis is used to make adjustments up or down for the baseline damping characteristics of the selected mode. In embodiments, the user may select an Automatic mode and the system uses the frequency spectrum analysis as described herein to determine damping characteristics based on the sensed terrain.

In embodiments, determining the terrain the vehicle is traveling over, as discussed herein, can be used to further refine various vehicle systems. For example, a surface friction estimate may be included for the determined terrain and used in one or more control systems, such as tractive limits, brake pressure application, vehicle speed estimator, and/or powertrain control.

While this invention has been described as having an exemplary design, the present invention may be further modified within the spirit and scope of this disclosure. This application is therefore intended to cover any variations, uses, or adaptations of the invention using its general principles. Further, this application is intended to cover such departures from the present disclosure as come within known or customary practice in the art to which this invention pertains.

The invention claimed is:

1. A vehicle, comprising:
 - a plurality of wheels;
 - a seating area, and a first portion of the plurality of wheels positioned forward of the seating area and a second portion of the plurality of wheels positioned rearward of the seating area;
 - a suspension supporting at least one wheel of the plurality of wheels;
 - a torsion coupler configured to twist in response to tilting of the vehicle; and
 - an electronically controlled shock absorber connecting the torsion coupler and the suspension;
 - wherein at least a first portion of the suspension overlaps in front of the electronically controlled shock absorber and at least a second portion of the suspension is positioned behind the electronically controlled shock absorber when viewed from a front of the vehicle, and each of the torsion coupler and the electronically controlled shock absorber are positioned forward of the seating area.
2. The vehicle of claim 1, including a first arm and a second arm;
 - wherein the first arm includes the first portion and the second arm includes the second portion;
 - wherein at least a portion of the second arm overlaps behind the electronically controlled shock absorber when viewed from the front of the vehicle.
3. The vehicle of claim 1, wherein the suspension comprises:
 - a lower arm; and
 - an upper arm arranged above the lower arm;
 - wherein at least a portion of the electronically controlled shock absorber is positioned higher than the lower arm and lower than the upper arm when viewed from the front of the vehicle.
4. The vehicle of claim 3, wherein the electronically controlled shock absorber is connected to the lower arm.
5. The vehicle of claim 2, wherein the suspension comprises:
 - an upper arm having a front portion and a rear portion;
 - wherein the electronically controlled shock absorber overlaps behind the front portion when viewed from the front of the vehicle and overlaps in front of the rear portion when viewed from the front of the vehicle.
6. The vehicle of claim 1, wherein the electronically controlled shock absorber includes a body with an interior cavity containing fluid, the body being surrounded in a front to rear direction by the suspension.
7. The vehicle of claim 1, wherein the torsion coupler and the electronically controlled shock absorber connect a left suspension and a right suspension, and the electronically controlled shock absorber includes a bypass valve to adjust an ease of movement of a fluid in the electronically controlled shock absorber.
8. The vehicle of claim 1, further comprising a power system including a half shaft coupled to at least one wheel of the plurality of wheels, and a portion of the electronically controlled shock absorber is positioned longitudinally rearward of the half shaft.
9. The vehicle of claim 1, further comprising a frame supported by the plurality of wheels and a steering assembly supported by the frame, the steering assembly comprising a tie rod coupled to the at least one wheel, the electronically controlled shock absorber positioned longitudinally forward of the tie rod.